THE TELEPHONE NEWS

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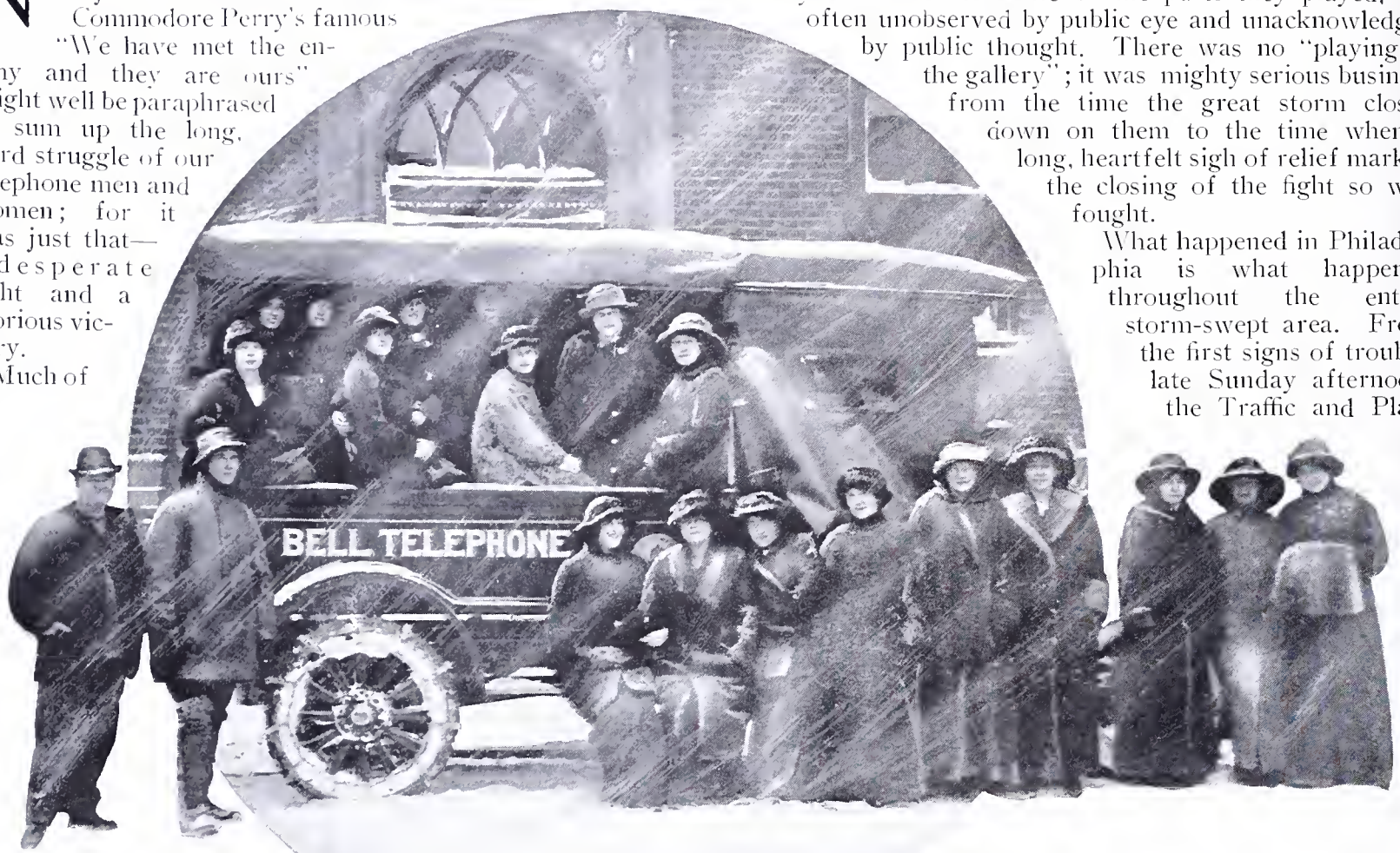
ARCH COMES IN LIKE A LION!

A Foreword from the Editor as to this "Storm issue" of The Telephone News

NO story of that memorable first week of March can do justice to its heroic theme. Commodore Perry's famous "We have met the enemy and they are ours" might well be paraphrased to sum up the long, hard struggle of our telephone men and women; for it was just that—a desperate fight and a glorious victory.

Much of the details will, unfortunately, go down unchronicled in telephone history. For, somehow or other, the same men and women who will tackle the "impossible" and *do* it, will often smile and say: "Oh, it was only a part of my job," when pressed for their chapter of the story.



The big blue motortrucks were not idle. Those that could be spared from the work of repairing were pressed into another service. Seats were fitted to the truck bodies,—and out they went into the storm to pick up the snowbound operators.

But you and I, whether we stood on the side lines or swirled in the very vortex of the fray, know what those men and women accomplished. The Company knows; and the big boss Public, while it cannot understand the full significance as we do, has doffed its hat to those who, actuated by Bell spirit, Bell courage, and Bell devotion to duty, met the issue with stout hearts and ready hands and justified the confidence of their dependent communities.

The telling of the story of March 1 and 2 has been turned over to the men and women who were "on the spot," supervising employees—most of them—who have contributed their own experiences and those of the Traffic and Plant forces who came under their observation. But even the glowing testimony of these brief accounts falls far short of the tribute of appreciation that should be inscribed on the pages of this issue. A chapter might well be written around the splendid grit and loyalty of each central office force and line crew. There is many an operator, supervisor, inspector and lineman who struggled through those two days, and the days that followed, with no thought of self, but with consideration only for the public service that was their inviolable trust. As many have put it, they have been too busy to talk or to write of the parts they played, too often unobserved by public eye and unacknowledged by public thought. There was no "playing to the gallery"; it was mighty serious business from the time the great storm closed down on them to the time when a long, heartfelt sigh of relief marked the closing of the fight so well fought.

What happened in Philadelphia is what happened throughout the entire storm-swept area. From the first signs of trouble, late Sunday afternoon, the Traffic and Plant Chiefs were in control of the situation. There was, figuratively speaking, no wringing of hands or tearing of hair. The working forces were marshaled together like khaki-clad soldiers going into battle; to the most minute detail the plan of campaign was mapped and carried out. Night forces, not due to report until 10 P.M. but realizing the emergency, reported at their posts from one-half to one hour ahead of time. Plant men stood ready, with fingers tingling for the struggle, waiting for the first ray of dawn to guide them to the scenes of trouble which they knew must follow the tremendous gale.

On Monday morning, the operators, who at many points had been provided with accommodations at near-by hotels, were ready long before the accustomed hour; while the young women, who had gone to their homes and who had started for their offices from one to two hours ahead of the usual time, were impatient to take their places at the switchboards long before the night force were ready to leave. By 9 A.M. practically the entire operating force was on duty. No more significant statement could be made than that the percentage of absentees was, as Mr. Lynch laconically puts it, "Just as I had expected—much below normal."

But enough! You are impatient for the stories as the men and women tell them. Our first contribution is from Scranton.

Good Work in Scranton District

By C. P. Williams, Traffic Supervisor

NOTE The story of Scranton, as Mr. Williams so interestingly tells it, is substantially the story of every storm-swept city and town. His exposition of the striking grit and spirit displayed by our Bell men and women could be written over and over again for the two hundred or more central office districts where the blizzard raged.

Did you ever wake up on a winter morning with the sun shining in the window and a snap and a sparkle in the air? A morning when the snow, with its shining whiteness, lured you from the warmth of the house and you felt like tramping and reveling in all the sports of winter? Such was Sunday morning, March 1, in the upper coal regions, eighteen inches of snow, with the streets well packed and the sidewalks well cleaned. Just enough of spring in the air to make "the call of the wild" course through your veins.

The spring balm increased until by noon it felt like a real old-fashioned thaw. Around four o'clock the sky became overcast and it started to snow, with half rain. By five it was a real blizzard with fine snow, driven by a forty-mile gale, and at seven o'clock not a trolley car was running in Scranton. The regular force was on duty at the central office. Every subscriber who was at home wanted to talk to someone else, and everyone who was away from home wanted to call home. The Chief Operator reported to her Traffic Supervisor that they were "up against it," but were doing the best they could. The Traffic Supervisor realized that it was his duty to get on the job at once, so he started. When he stepped off his porch he landed in a four-foot drift. No paths were clear and no roads were broken, but you could plow along, if you had to, as long as you kept your head well down. The streets were almost deserted. On the way to the office he was joined by two men of the laboring class, who were walking to town to be there on the job the next morning. The two miles to the office was covered in about forty-five minutes. The first visit was to the Hotel Casey, next door to the office, where rooms were engaged for at least thirty, then to the office. A five-foot bank of snow almost closed the front and the only entrance. It took the Traffic Supervisor and a man on the inside with all their strength—and they are both pretty husky men—to open the door wide enough to let the Traffic Supervisor in.

Not money but operators—worth their weight in gold—were carried in the Philadelphia collection car

The board was ablaze with lights and every operator was working to the limit. The first thought was, how could the night force get in? Every cab office and livery was called; not a vehicle was obtainable from them. "Billy" Sunday had opened services that day and four thousand people were at the Tabernacle waiting to get home, and had every coach and cab that could be found. Finally a taxicab company agreed to go for two girls who lived less than six blocks away, but refused to go more than a mile from their station.

At ten o'clock the Night Chief Operator, Miss McAndrew, and one night operator, Miss Reilly, had been reached and brought in. No prospect in sight for the other night girls to get in. The regular force was still on duty, and every one of them was needed. A few minutes past ten, Miss Sadie Thomas, another night operator, walked in to the office after a struggle of fourteen blocks. At ten-thirty a cabman called and said he could let us have one cab. It was sent for two girls who lived on the West Side, Misses Bina and Margaret McGinley, regular night operators. Miss Mary Schroeder, a day toll operator, called in and volunteered to work all night if she was needed. She went to the McGinley girls' home, a few doors away, and waited for the coach. They reached the office about twelve-thirty. On the way they picked up Miss Edith Serantes, another night operator.

By this time the load had gone down and most of the girls had been sent to the hotel. At one o'clock only the night operators were left at the Hotel Casey, sleeping after a strenuous evening, resting for a more strenuous day to come. Lists were prepared of girls living near each other, who could be brought in the next morning, and four coaches and one sleigh ordered for 6 A.M. to begin bringing them in. Assistant Traffic Supervisor Frank Stanton tried to get to Wilkes-Barre from 9:30 P.M. until 6:25 A.M., and finally reached there at 10 A.M. on Monday.

The girls at the hotel began coming in at 6 A.M. All were in at 7:30 A.M., and a force of forty-five were on duty by that time, thirty more than ordinarily needed. The load more than taxed the efforts of these girls, and a good many subscribers had to wait minutes to get the operator. By 10 A.M. every position was covered. Nearly every operator had fully sixteen connections up and had to sit helpless and watch the light twinkle and burn in front of her. The girls at the hotel did not wait for breakfast, but came over as soon as they were dressed. Fruit was purchased and a big pot of oatmeal was brought from the hotel. Red trouble-slips were pinned on the backs of those girls who were working without breakfast, and the Assistant Chief Operator, Miss Coughlin, aided by the Toll Supervising Operator, Miss Agnes Herne, relieved them, so that the red tickets had disappeared by 9 A.M.

By eleven o'clock it began to be time to think of lunch. Traffic Inspector John H. Hall went to the stores and purchased eggs, soup, baked beans, cake, bread and butter,

SOME SNOW MOUNTAINS AT SCRANTON

A. Billy Sunday's tabernacle

B. Hotel where our operators were housed

C. Our office almost snowbound

and pickles—everyone wanted pickles. Miss Helen Luby, Information clerk, Miss Herne, the Traffic Supervisor, and Mr. Hall served the lunch. My! how those girls did eat. They ate so much that the food supply gave out and after 1 P.M. twelve had to be sent to the hotel for lunch.

By two o'clock all the operators who could be reached had been brought in, and the girls who had worked all morning and would be needed in the evening were relieved. It was now evident that there would be no help from the trolley company before morning, so arrangements were made to get as many girls home for the night as possible. Two big four-horse sleighs were bargained for and one two-seated cutter. These were ready at 5 P.M., and delivered the girls to their parents and homes, until all except fourteen had been taken care of. The last loads went a little after 10 P.M. Just about 10 P.M., Miss Ethel I. Morgan, Chief Operator, reached the office. Every liveryman had refused several times to go for her. Finally one agreed to go in a single sleigh and did so, bringing her in at 10 P.M. The drifts were up to the top of the door at her home.

When the big sleighs went on their last trip, they took with them a list to be collected, beginning at 6 A.M. the next morning. Each sleigh made three trips the next morning, so that we again had a full force at all times.

Seven of the night girls, who were brought to the office, were unable to get home and were taken care of at the hotel. Tuesday night only three girls were left at the hotel; all others could get home. Wednesday morning brought almost a normal condition. The regular schedule had been forgotten on Monday and Tuesday and the operators brought in when they could be reached, but Wednesday found the regular schedule in force and the organization running fairly smooth again.

Every employee showed her loyalty to the Company and

her realization of the fact that she was needed by the efforts made to get to the office. Each one was willing to forget the regular time schedule and, dropping everything else, came in when called. Miss Anna Preston, who lives two and a half miles away, started to walk. She met a sleigh after going nearly a mile, which brought her the rest of the way. Miss Anna Reidenbach, senior operator, walked half a mile. Miss Anna Gaughan, Information clerk, waited for the team to get to her, but the team got stuck and Miss Gaughan got tired waiting, so she trudged a mile to the office on foot. Miss Margaret Regan had staid at her grandmother's. She realized that we would not know where to get her, so she came in on foot, about a mile. Miss Anna Schoettle also staid with a relative and walked in through the snow. Miss Helen Kimble had been on a furlough for several weeks. She was in Carbondale when the storm came, but she thought she might be needed, so she called up and said she would be in as soon as she could get here. She finally got a train and reached the office at 5 P.M. Monday.

One of the coaches, which went for Miss Nellie Murphy, Evening Chief Operator, Miss Lyda Crossin, pay-roll clerk, Miss Elizabeth Hughes, Supervising Operator, and Miss Marion Price, operator, got stuck in the snow and had to be shoveled out. The last time they were delayed two hours. Snow was up to the top of the carriage-wheels. Nearly all the girls, who were brought in or sent home, had to be carried between the house and conveyance. Assistant Traffic Supervisor Stanton and Traffic Inspector Hall left home Sunday and did not return until Tuesday night. Mr. Stanton was on the job from 6 P.M. on Sunday until midnight, Monday, without going to bed.

Six fatalities occurred, due to the storm, in this city. People who started for home became confused and lost their way. At the Tabernacle "Billy" Sunday was holding a service. Twenty-five hundred people could not get home and staid all night. The three telephones were in use continuously. One man stood at each instrument, passed all the calls and repeated the messages. At one time five hundred people were lined up waiting to telephone.

Wilkes-Barre Makes Good

It was the same story at Wilkes-Barre, although the car service was better than in Scranton and most of the operators could get home. Misses Teresa McCaffrey, Ruth Kintzer, Katharine German, Sadie Harkins, Marie Logue, Agnes Rekus and Veda Sorber were sent to the Hotel Redington for the night. Miss Teresa Dooley left the office at 9 P.M., went to the Laurel Line Station to take a car home. After waiting until 2 A.M. she called the Chief Operator and was sent to the Hotel Redington for the rest of the night. Miss Boadicea Davis, a night operator, reached the office on time and said she had no trouble to get there because the wind blew her all the way.

Misses Ceridwen Morgan, Marie Lavelle and Margaret Messeremith walked a mile through the drifts, reaching the office on time. Miss Bertha Young and Miss Edna Snyder, Supervising Operators, each walked half a mile, getting in on time. Miss Bessie Kinney, Chief Operator, who lives in Nanticoke, took a Pennsylvania Railroad train fourteen hours late and reached the office at 10 A.M.; the trolley lines to Nanticoke were blocked.

At Kingston, Miss Anna Carey left the office at 6 P.M., rode half a mile before the trolley became blocked, then walked half a mile, reaching home at 9 P.M. Miss Laura Griffiths, who lives in Plymouth, rode a quarter of a mile when the car became stuck. She came back to Kingston on foot, took a car to Wilkes-Barre, reaching home at 9:30 P.M. Miss Ethel Tallman, night operator, left home at 8 P.M. to be on time at 10 P.M. She walked one and a quarter miles and reached the office at 9:15 P.M. It took Miss Violet Edwards an hour to walk a mile. In the the morning, Miss Elizabeth Fowler, Anna Phillips and Bertha Davis, Chief Operator, all walked half a mile to reach the office, getting in on time. The rest of the force could get there on the cars.

At Plymouth, Miss Cordie Worthington had to walk a mile home Sunday night and back again in the morning. Miss Esther Evans lives on the hill up from the office; she says she slid on the ice all the way to the office and only had to walk one block. Miss Eva Sipple walked a mile and a half.

At Nanticoke, Miss Lydia Kunkle left the office at 10 P.M. and did not reach home until 10:45 P.M.—forty-five minutes to go four blocks. It took Miss Anna Thomas thirty minutes to go three blocks. The night operator, Miss Lillian Williams, lives in West Nanticoke, two miles away. When she started out the street lights were out. She had to cross a bridge nearly half a mile long. A man took her arm as she was starting across the bridge; but for that she thinks she would have been blown into the river. As they were crossing, they could see the broken electric light wires sparkling against the ironwork of the bridge and they

Eight horses hauling the emergency portable charging unit from the Company's garage in Philadelphia to the Tacony Central Office. The storm of March 1 interrupted the outside current supply so that it was impossible to charge the central office storage batteries from the regular charging machines. Something had to be done and done quickly, for, had telephone service failed, the situation would have been desperate indeed. It was "get there or bust," with a long, tough pull through streets that had been blocked for many hours. 'Twas a race against time, and they won.

were in constant fear of stepping or running against them. They reached the other side without mishap and Miss Williams got to the office at 10:30 P.M. Miss Emma Davis walked a mile to be there on time the next morning.

Loyalty Around Hazleton and Carbondale

Whenever there is a storm anywhere Hazleton gets its share, and she got her share Sunday. Drifts of eight and ten feet blocked the streets. There has been no trolley service for several months, due to a strike, so the people are getting used to getting to and from work on foot. Miss Mabel R. Smith, Information clerk, left home at 6:40 A.M. and reached the office at 7:10 A.M.—thirty minutes for a walk that usually takes five. The street in front of her home was so blocked she had to go through the back yard to the next street to get out. At one time she got into a drift up to her neck and had a serious time getting out. She reached the office almost exhausted. Miss Agnes Haggerty had an experience almost identical to Miss Smith's and reached the office worn out. Miss Mary Aubrey also had a great deal of trouble with drifts. Those she met told her she had better go home. She refused, and stuck to it until she reached the office at 7:30 A.M. Miss Nellie McLaughlin, Chief Operator, was out of town over Sunday, at Audenried, seven miles away. She was unable to reach Hazleton until 6 P.M. Monday.

Miss Grace Munday, operator at McAdoo, left the office at 10 P.M. Sunday for her home. She became confused in the driving snow and lost her way. She was completely lost and almost ready to give up in despair, when she discovered she was in front of her own home.

The relief operator, Mrs. Alice Hufford, was on duty at Mt. Pocono Sunday evening. The night operator was unable to get in and Mrs. Hufford could not get out. The office is in the residence of Mrs. Mary Smith, who at one time was our agent there. Mrs. Smith took turns with Mrs. Hufford until Tuesday morning, when Miss Flossie Nauman succeeded in getting to the office. Miss Nauman lives three-quarters of a mile from the office. Her father went in front of her to break a path; at one place they had to go over a twenty-foot drift. They came the whole distance through fields, as the roads were impassable. In some places they had to break down limbs of trees to help them get through.

Miss Agnes Gilboy, operator at Moosic, had to stay in the office all night. She left for home at 6 A.M., with a walk of one mile before her. She made it in a little over an hour.

At Towanda, Miss Kathryn Lynch worked until 10 P.M. Sunday. She tried to get a cab, but was unable to, so she started out at 11 P.M. to walk home. She reached home, half a mile away, nearly exhausted. Misses Anna Lynch, Mary O'Hearn and Mary Maloney were unable to get home and had to go to a hotel for dinner.

In Carbondale the liverymen refused to send teams out for the girls Monday morning, so Wire Chief A. G. Leas, with several of his men, went for the girls and broke paths for them. Miss Margaret Merrick, the night operator, was snowbound at her home, so the relief operator, Miss Helen Garry, worked in her place. Misses Anna Murphy, Helen Butson and Edna Drum, Chief Operator, had to get dinner at the hotel.

The first train from Honesdale since Sunday morning reached Carbondale Wednesday afternoon. The relief operator, Miss Isabel Rickert, was on duty at Honesdale Sunday afternoon and evening and could not get home until Monday morning. Miss Rose O'Neill, the night operator, could not get in. The liverymen refused to send teams out in the storm. Monday morning, Miss Bernice McIntyre, the operator in charge, tried to get a conveyance to take her to the office. She was unable to, and, putting on a pair of her brother's trousers, made her way through the drifts. She had to be carried part of the way by a neighbor. The snow in front of the office door was seven feet deep. Miss Alice Bader, an operator, was in White Mills, four miles from Honesdale, and could not get back until Tuesday morning. Lunches were sent to the girls on duty Monday.

At Olyphant, Miss Louise Burke could not get home at 10 P.M., so she staid with a neighbor in the same building. The neighbor, Mrs. Cummings, also furnished Miss Burke and Miss Genevieve Gillespie with dinner on Monday. Miss Blanche Evans at Taylor had to have her brother come to help her get home.

The determination to reach the office, the pluck to overcome the difficulties of the way, and the faithfulness to duty, when the only reward was even harder work when the goal was reached, are the finest possible evidences of the loyalty of our employees to our Company.

Storm Jottings from Lehigh Valley

By C. Bucknor, Jr., Traffic Supervisor, Allentown, Pa.

The storm on Sunday, March 1, was the worst ever experienced in the history of the Lehigh Valley. In Allentown, while the evening operators were on their way home, they rescued a man without hat or coat, lying face down in a snowdrift. The men of the home into which he was taken claim he would have been frozen to death in fifteen minutes. On Monday morning, with no train or trolley service, every operator reported for duty. Allentown and Bethlehem circuits east were entirely out; Easton was lost to the world. The first outside communication with Easton was at 4:45 P.M. Between Bethlehem and Easton alone there were seventeen poles down, with about eighty wire breaks. About 8:35 A.M. Monday the General Manager of the Lehigh Railroad called for their office in Jersey City, as their entire system, telegraph, telephone and trains, was out of commission or lost. In five minutes, thanks to the help of Pennsylvania Long Distance, the call was established. Early Monday morning the Western Union had a money order to telegraph to Birmingham, Ala., on account of a death. They appealed to us, as their lines were out of order. Our correct routings were out of order, but we reached them through Cincinnati, Ohio, and Atlanta, Ga., and they talked O.K.

Bucks County has Worst Blizzard Since 1888

By A. B. Hennessy, Local Manager, Doylestown, Pa.

The worst blizzard Bucks County has experienced since 1888 started in about noon on Sunday, March 1, and continued with unabated fury until Monday night.

Doylestown was completely isolated from the outside world from midnight Sunday until Tuesday at 11:10 A.M., when Plant Chief J. D. Blair succeeded in establishing a trunk to Philadelphia by way of Hatboro.

About 3 o'clock Sunday afternoon it became apparent to everyone that the storm was an unusual one and employees of the Plant, Traffic and Commercial Departments began to arrive at the Doylestown central office to lend a helping hand in any way possible.

On Monday morning, four linemen, L. Kramer, J. Lawrence, J. Heath and A. Coates, started out on foot over the No. 9 lead (carrying all the wire possible) to reach Hatboro, it being impossible to use horses on account of the snowdrifts. They made one pair of wires good as they went, and after tramping through the snow for eleven miles reached Hatboro and established service between Doylestown and Philadelphia, at the time mentioned above.

At noon on Monday four linemen in charge of P. E. Tomlinson started on foot to cover the No. 13 lead toward Lansdale. They reached New Britain by night and staid at a farmhouse until Tuesday morning, when they resumed their trip, reaching Line Lexington, where they were met by G. Christian from Lansdale at 10 o'clock Tuesday morning. The distance covered was eight miles.

They were most trying trips and several times the men were nearly exhausted, but they did not once think of giving up, as they were determined that the "Blue Bell spirit" of being equal to any emergency must be upheld.

The No. 9 lead was covered again and additional wires repaired by Foreman Taubold of Chester with seven men, who started out on horseback from Jenkintown Tuesday morning, March 3, and reached Doylestown on Thursday at 3:30 P.M.

As the storm came from the north, all of our lines running east and west suffered most. On our No. 13 lead, about one mile northwest of Doylestown, all the wires, thirty-two in number, were down for a distance of one mile. At Buckingham, in a distance of one and a quarter miles, between Buckingham and Holicong, twenty-eight poles and all the wires, forty in number, were down. Between Wycombe and Pineville, on the No. 69 lead, twelve poles and all the wires, thirty-two in number, were down, there being but one telephone on the Wycombe exchange in service. Conditions in other parts of the district, from reports received, are equally as bad. All the country roads are drifted fence-high in most places, also the streets in Doylestown are filled with enormous drifts. On Main Street, one block north of our office and opposite the Court House, the drift was so high that no effort was made to move it for several days, a tunnel being dug through it to permit of pedestrians going down the street.

When the operators employed at the local office arose Monday morning, a serious problem confronted them. They knew their presence was needed at their post of duty as never before; there were veritable mountains of snow to be climbed, but little did that matter. Attics were searched for old clothes, all manner of new-fangled walking gear was devised, and out they set into the sea of drifts,—but they served their purpose on that long-to-be-remembered morning.

The Traffic force of Doylestown have inscribed on their record a new high mark of devotion and loyalty to the service. It seems impossible that the odds against them could have been one whit less than at any other point in the territory,—yet they tackled the job with a mighty fine show of pluck and tenacity, and the morning of March 2 found a full force at the switchboard, ready and happy.

Again has the spirit of Blue Bell service evidenced itself in no uncertain way. Well may we congratulate ourselves that we have associated with us, in the conduct of the business of this great public utility, men like Blair, Kramer, Lawrence, Heath, Coates, Tomlinson, Christian and Taubold, and young women like Miss Higgins, Miss Funk, Miss Atler and the others of Doylestown's dauntless Traffic force.

Bustleton Pike Expedition

By J. J. Gimble, District Foreman, Kensington, Philadelphia

I was called on the telephone on Sunday evening about 7 o'clock and was told, that a pole was broken and in a dangerous condition on the Bustleton Pike about a mile this side of Bustleton. I immediately started for the garage and secured my car. Stopping at Frankford to pick up two men and get ropes to temporarily guy the pole, we then proceeded toward Bustleton. We arrived at the pole about 8:30 and found that it was broken above the ground and that the wind was swaying it almost entirely across the road, the pole being held by the wires attached to it. We made the pole secure with temporary guys.

"He started to sing as he tackled the thing that couldn't be done—and he did it."

We then made an attempt to turn the machine and return to the city, but found that it was impossible to do so. We shoveled the snow away from the machine and after an hour's work turned it around, only to find after going about a hundred yards that we were up against a drift about five to eight feet high, which was also the case in the direction of Bustleton. During all this time the snow was blinding, it being impossible at times to see one another when only about ten feet apart.

About 10 P.M. we had to abandon the machine, as we were all played out from shoveling snow. We had thought of walking to Kee's Hotel, about a mile below where we were, but on second thought knew that this would be almost impossible, owing to the fact that we were fagged out from our efforts to get through the drifts.

One of our men at this time discovered that there was a house about a hundred yards off the road which we had been unable to see before on account of the driving snow. We proceeded to this house and were allowed to remain all night. The next morning (Monday) we walked to Bustleton and found that the electric company had no power in the town and could not promise when they would be able to supply same. This meant that it would be necessary to get wires through to Frankford so as to have ringing current and current for charging batteries at central office, to serve the subscribers who had weathered the storm.

We proceeded to walk from Bustleton to Frankford. By going through the fields around the drifts we were able to do so. On our way we made enough wires good so that ringing and charging current could be supplied to Bustleton central office. This walk took us from 7 A.M. to 8 P.M.

The men who made the trip with me were Chas. Clark, gang foreman, and E. H. Rowlett, wireman. You can imagine that we arrived home very tired men.

BUCKS COUNTY SNOWED UNDER

A Going to work. Misses Atler, Higgins and Funk

B Snow, snow, beautiful snow!

C Last pole standing (going from Buckingham toward New Hope) for a distance of one mile

D Fourth pole from Central Office, Main Street, Wycombe, Pa

SOME A. T. & T. TROUBLES NEAR EASTON

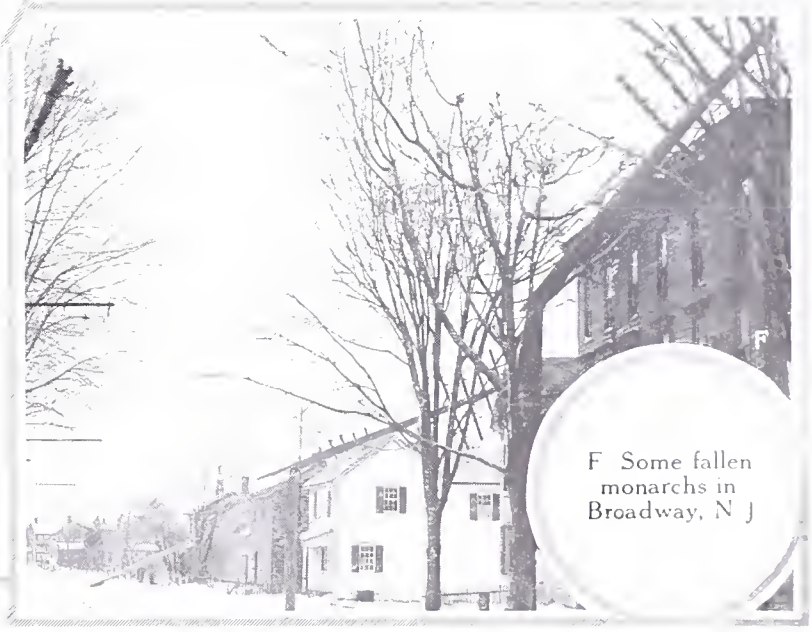
A. Dwellings have narrow escapes in Broadway, N. J.

B Some pole damage

C View near New Village, N J.

D. What would have happened if this pole had fallen a few feet the other way?

E. A glimpse two miles west of Phillipsburg, N. J.



F Some fallen monarchs in Broadway, N J

Storm Reminiscences

By Miss M. McGoohan, Assistant Chief Operator, Toll

If the public could only view the inside of a telephone office, when the country has had a severe storm and transportation is impossible, and see how every effort is being made to give them quick connections and the best service possible, they would certainly appreciate it.

Although the storm was raging Sunday night, all our night employees reached the office one hour earlier than the time scheduled. It was now time for the day operators to go off duty.

The Company had thought about the safety of these girls and service for the public the next day, so arrangements had been made for the girls to stay at hotels near each office. The girls from Seventeenth and Filbert Streets—Toll, Spruce, Locust, C. I. B.—registered at the new Hotel Vendig. It was necessary for the girls to walk four abreast when they left the office for the hotel on Filbert Street. When they reached Broad Street, did anyone walk? No! They were blown across the street and landed in a snowdrift.

At the hotel each one was served with coffee and sandwiches in her room. This thoughtfulness was very much appreciated by every girl.

Then came the question, "How will we know what time to get up?—there isn't a clock in the room." But oh! here is a telephone, and the office was rung up and notified to call each room 5:30 A.M.; so every girl went to sleep contended that the telephone would ring and awaken her in the morning.

While the girls were being taken care of at the hotel, a discovery was made at Toll. Mr. W. W. Young, Supervisor of Traffic, is an expert in making coffee, and this was proved on Monday when he supplied the whole night force at Seventeenth and Filbert Streets with the most delicious coffee ever tasted.

Girls, how you all worked on Monday! Brain, throat and arms busy constantly. The officials of the Bell Company appreciate your value, and their appreciation is shown every day. These men worked night and day during this storm, helping us in every way and encouraging all.

A lovely luncheon was given to everyone Monday, and this same evening a large number of the girls again stopped at the hotels. The girls, after dinner, amused themselves in various ways. One gentleman was overheard to say to another, "The Telephone Company is treating their girls royally."

Tuesday Miss McLaughlin instructed me to congratulate all the Toll employees and to tell them how Mr. Lynch and she wished to thank everyone for the way she worked on Monday. All thought it is very nice to see Mr. Lynch, Mr. Evans and Mr. Young around and wished they would visit us often.

Girls, I am proud of being a telephone girl.

"It Can be Done"

By D. S. Hilborn, Testing Engineer

There were many incidents subsequent to the blizzard of March 1 and 2 which would have well illustrated the truth embodied in a supplement of a recent issue of THE NEWS, but none could have been used to better advantage than the trip of a three-ton White truck with its crew from Seventeenth and Filbert Streets and material for the breaks in the line along Bustleton Pike. Here is the story:

On the day after the blizzard, shortly before noon, a report was received that there were a number of serious breaks in the pole line on Bustleton Pike between Bustleton and Somerton. Poles were down and their load of cable and wires badly damaged. Communication between Philadelphia and Langhorne, Newtown, Trenton, etc., was seriously interrupted by this catastrophe.

Our strenuous efforts to get material promptly shipped to the vicinity of the trouble resulted in failure. The railroads and express companies declined to accept any freight or express matter. All their efforts were bent toward

Through the drifts to the central offices the operators, on sleds, on foot —any way they could get there—to take their posts during the watch hours.

restoring passenger traffic. It was then decided to send a three-ton White truck with emergency repair material to the job. In addition to the chauffeur a crew of four men equipped with snow-shovels was sent along to dig a path in the snow for the truck. J. McGrath was put in charge and was instructed to get through at any cost.

The truck left Seventeenth and Filbert Streets at 1:15 P.M. and the Western Electric Company's yard, after loading two reels of emergency cable, at 2:15 P.M. No serious obstacle to the progress of the truck was encountered until the Bustleton Pike had been traversed for about half a mile. From this point for a distance of two miles a series of drifts three to four feet deep were overcome by digging a path for the truck. The latter could travel wherever the snow did not exceed two feet in depth. During this portion of the trip many farmers were found struggling to open the roads for their teams. Almost without exception, they warned the truck crew to turn back, informing them that it would be impossible for them to get through. For an answer McGrath and his men quoted the supplement, "It can be done."

After digging their way for two miles, a six-foot drift was encountered, forcing the truck to leave the road and drive through a field back of a farmhouse and barn for several hundred feet. Upon returning to the road, the truck came upon a 1½-ton truck in a ditch. Mr. Williams, Division Supervisor of Motor Vehicles, had started out with this truck to recover the District Foreman's car, which had been held in the drifts since Sunday night. The three-ton White played the Good Samaritan and pulled the 1½-ton vehicle out of the ditch, and repeated this service for the Ford car, a few feet further on.

Just above this point the snow was nine feet deep for a distance of eight hundred feet. Again it was necessary to turn to the fields. Two heavy planks obtained from the 1½-ton truck were of great assistance in enabling the truck to cross the ditch between the woods and the fields. Here even the District Foreman advised McGrath to turn back,

as the roads were impassable. The only answer he received was again the motto of the crew, "It can be done." The rest of the trip to Bustleton, which was reached about 6 P.M., was a repetition of these experiences. Where they could, the crew dug a way for the truck, otherwise the fields were used.

The next morning the truck started for the trouble with a line gang which had reached Bustleton by train, and tools which were stored in the town. By repeating the performances of the previous day, the truck was enabled to reach the job about 1:30 P.M. The truck continued its journey for another half a mile, at which point one reel and the tools were unloaded. The other reel was taken off at the beginning of the break in the pole line and the truck and its crew returned to Bustleton by 5 P.M. All the men except McGrath and the chauffeur, who stopped overnight in the town, returned to Philadelphia by train. With a crew of two, the truck started on its return journey early on the 5th, Thursday, and reached the office at Seventeenth and Filbert Streets at 1:30 P.M.

On the return trip they found that the eight-foot drift had been opened by the farmers, but unfortunately the path, while of sufficient width for the average vehicle, was too narrow for the truck. Although the truck had successfully passed through the field on its up trip, the inclination of the land made it doubtful if the truck could accomplish the same feat in the opposite direction, therefore it was necessary for the two men to widen the road one foot for the whole length of the drift.

Great credit is due these men for this exhibition of loyalty, particularly McGrath, to whose efforts and encouragement of the crew the successful termination of the trip was largely due.

Delayed Winter "Hits" Camden

By W. N. Barcliff, Assistant Traffic Supervisor

On Sunday afternoon, while Camden and vicinity were enduring an innocent spring shower, word came along the line that a storm was in progress. At 7 P.M. there was no immediate prospect of coming trouble. At 8:20 P.M. the storm was so intense that the power was turned off and the city left in darkness. Soon few cars were running, but our exchanges were running at full speed ahead.

At Camden the day force was held over to assist the night force, and near midnight seven of the Traffic force, including the Chief Operator and Traffic Supervisor's assistant, adjourned to an uptown hotel. At 7 A.M. Monday these people reached the office by use of a large automobile and reinforced the night operators, who had not been able to leave the room. Though the hotel could serve no breakfast, these loyal people were at their posts and encouraged by the news of waiting refreshments.

The Chief Supervisor, Miss McCauley, assisted by her brother, battled through the drifts for fifteen squares and reported one-half hour earlier than her schedule time, 9 A.M. The Chief Operator immediately called her force to advise them to be ready for the coming automobile, and found they were all preparing to face the storm and come unassisted. A few were able to reach the office, but in a short time every position was filled by the returning touring car.

At Beverly, N. J., the storm left the Operator-in-Charge snowbound at Burlington and the day operator snowbound at Delanco. Many thanks to the consideration shown by Mr. A. M. Kite, Traffic Engineering, who saved the day at Beverly. The night operator, Mrs. Kirby, refused to abandon her position and with Mr. Kite handled the increased loads until relief came. Mr. Kite speaks highly in praise of the loyalty displayed by Mrs. Kirby.

The Riverton Wire Chief, Mr. Coombs, was discovered by the morning force at 7:15 A.M. assisting the night operator in meeting the rush of calls.

Atlantic Coast Division

Notes from the Traffic Department Diary of March 1, 2 and 3

Mrs. Mary Bogart, Operator-in-Charge at Princeton, N. J., in order to relieve the Lawrenceville operator, left Princeton at 10 A.M., March 3, with the construction crew. When within one-half mile of Lawrenceville, the drifts made it necessary to turn back.

About 2 P.M. Mrs. Bogart started out again, and arrived at 5 P.M. Perseverance wins.

Miss Martha Roberts, in order to report for work at Ambler, rode in on a snow-plow.

Miss Florence Rhoades, our operator at Lansdale, walked one and a half miles on Sunday night to the railroad station, which is a flag station. Here the signal was frozen, and Miss Rhoades was obliged to climb the pole to set the signal in order to stop the train that took her to her duty.

On Monday night Mr. T. S. Smith operated the switchboard all night at Princeton.

Miss Margaret Killian, Trenton operator, left Newtown on Sunday afternoon to go to work and was snowbound at Yardley until 8 A.M. Wednesday.

Miss Ruby Wilbur, our night operator at South Atlantic City central office, persuaded a work-car to come up to her house to take her to her duty in order that she might report on time. This central office was also used for a rescue station for many persons overcome by the blizzard.

At the Atlantic City board seventeen operators reported on Monday morning when only ten operators were scheduled to report. This is especially meritorious, as there were no cabs, cars or taxies, and the entire force walked to the office.

A Philadelphia operator from Dickinson, who was snowbound in Atlantic City over Sunday, reported at the Atlantic City office for duty on her own accord.

At Norristown twelve operators (the entire force) reported, coming to the office by sleigh and by wagons.

At Holly Oak, Del., Miss Edna Whartenby, the operator, walked one mile through the drifts up the Wilmington Pike to the office.

The Operator-in-Charge at Holly Oak was taken in a Plant truck from Wilmington to Holly Oak.

Thanks to the Dover Plant men, Miss Jones, an operator there, was taken in an automobile to the central office.

At Lansdowne 1600 toll calls instead of 1000 calls were handled by six operators instead of eleven operators.

At Wilmington, Del., all operators reported from fifteen to sixteen minutes before they were required.

Flying Squadron of Burlington Boy Scouts ready to deliver directories

At the West Chester office, three operators were relieved at 9 P.M. Sunday evening. Two operators had about one mile to walk to reach home; were obliged to return to the office, as they could not make their home through the storm. Another operator got a trolley to her home all right, but after leaving West Chester, trolley became stuck in a drift and was forced to return to West Chester, arriving there about 1 A.M. Operator returned to the office about 1 A.M. and remained there all night. One night operator could not make office at all on account of the storm. One of the 7-o'clock operators left her home at 6 o'clock in order to reach the office at 7 o'clock, counting on the storm delaying her. Arrived at the office at 7 o'clock, but it was necessary to relieve her at 11 A.M., as she was almost overcome by the storm.

Miss Katie Blake, a Norristown operator, started Sunday night for the office and reached Norristown Tuesday noon, as the trolley had been tied up on its way from Conshohocken.

A Giant's Task

Not to be baffled by storm conditions, "Big Pete" Jensen, foreman of Toll Gang No. 5, defied the elements that tied up trolley traffic and blocked the roads between Chester and Media, a distance of about four miles through rough country, and walked the distance to his gang which was centered there. Jensen had been to his home in Wilmington over Sunday and after considerable delay arrived in Chester, Monday morning. After discovering that all methods of connection with Media were cut off, he decided to walk. He accomplished the feat after two hours' struggling. With him he carried a traveling bag and had nothing heavier on his feet than oxfords.

Jensen is 6 feet 4 inches in height and weighs 286 pounds. He is very active and has exceptionally good wind. This fact helped him to accomplish a feat that any other man in the Chester District would have been exhausted in the attempt.

Snow Does Not Delay Burlington Directories

By V. J. Holmes

The January issue of the Philadelphia General Telephone Directory was delivered to our subscribers in the Burlington exchange by the Burlington Troop of Boy Scouts. The accompanying illustration shows the entire troop of scouts just ready to start with the distribution after they had received their supply of directories.

The entire troop was ordered out on a Saturday P.M., and was divided into squads of four members each. Each squad was equipped with a sled and assigned to a certain designated district. The necessary number of directories to cover the district assigned to each squad was placed in charge of the leader of the squad, and the distribution of these books to our subscribers situated within the town proper, to the number of about 800, was finished in two hours' time.

The boys worked enthusiastically at the work, enjoyed the experience, and incidentally added a little cash to their treasury. The fact that a snowstorm was in progress only added to the spirit of the adventure and each squad was equipped with a rubber covering to protect the books.

On the succeeding Saturday afternoon a hike was taken into the country so that the books could be distributed to our multiparty subscribers. The members of the troop feel very proud of the fact that they have entered into an informal arrangement for the delivery of each issue of our books.

Mr. Fairchild, the District Manager, has also delivered to them one of our lectures, so that all of the members of this troop are in a fair way of growing up to be enthusiastic supporters of everything that stands for the Bell System.

HOLMES.

The following post-card notice of trouble was received from a subscriber on the Delta (Pa.) exchange:

Sir:—Our 'phone is out of service. It is the only errand boy we have. We pay him regularly and he is a good boy, so do not often scold him. Please fix us to-day.

A. T. & T. Company Proves Equal to the Emergency

By B. C. Jutten, District Plant Chief

"When one of the worst weather catastrophes in the history of this section subsided, the eighty-mile wind and snow storm had left the long-distance lines in a comatose condition," states a Pennsylvania newspaper. A "shorter and uglier" way of putting it would be "1600 poles down."

This in itself was sufficient to prostrate service for the first week, but when it is taken into consideration that Western Union needed all the help they could get, it will be seen what a difficult proposition the local A. T. & T. men faced the early part of this month.

Almost every one of the "first-running" trains brought in line inspectors, foremen and gangs from Harrisburg, Pittsburgh and Baltimore, willing to do their best. Nevertheless, for the most part the local A. T. & T. group had to depend upon themselves, as New York and other neighboring localities had been "hit harder" by the storm and were "up against it."

Get-together conferences were held (with New York) about three times a day, for the matter of first importance was to lay plans for the quickest possible restoration of service. In the testing room of the A. T. & T. Co. there was spread a great "war map" over which the heads of the Traffic and Plant Departments worked almost continuously, taking only about four hours' sleep out of the twenty-four.

On this map every wire and pole is numbered. As fast as reports came in from the storm-beaten territory the position of each break was noted on the map, and orders went to the emergency stations for the rushing of repair gangs to the spots where they were most needed.

As the reports came in the great destruction by the storm became evident. The New York-Chicago line was prostrated east of Easton. Eighty-one poles in a stretch of one hundred were down just north of Burlington—forty-two in a row lay in the snow. Seven hundred and twenty-two broken poles on New York-Newtown Square line and other equally "cheerful" news poured into the Bourse Building.

Some of the reports, however, seemed encouraging by contrast, and while the territory lying north and east of Newtown Square was badly storm-beaten, the conditions west of this location were generally good. On the line carrying the New York-Denver line there were only seventeen poles down between Philadelphia and Point Pleasant; and it was here the Company made good first. The New York-Chicago line running between Easton and Reading was the next point where service was reëstablished. Of the lines from Philadelphia to New York the wires via Freehold and Mt. Holly were found to be in the best shape, and here there were one hundred poles down. Consequently a dozen gangs were rushed there.

It was by thus concentrating their activities that quick and satisfactory results were secured. All the energy of the scores of linemen was devoted to rushing through enough cable to connect up the gaps made by fallen poles and wires, so that service could be resumed at the earliest possible moment on the more important lines.

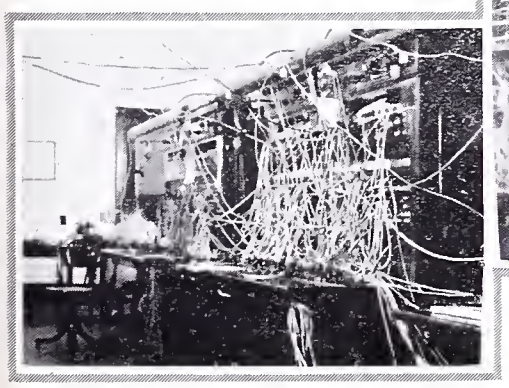
The worst feature to be coped with by those in charge was the difficulty of getting material and men to the scene of trouble, as many places could only be reached on foot. The men were equal to the task, however, and there were cases where fourteen miles a day were walked. In some instances strong men plodded at the rate of one-half mile an hour through snow, knee-deep to waist-high, going to the testing station to make a report. Such was the case in Trenton, and similar examples of perseverance could be mentioned of men at Hightstown and Hainesport, N. J., where successful struggles were made to report to Philadelphia.

While much could be said about the spirit shown by the "bunch," it is hard to mention any individual without slighting others who were equally loyal. Sufficient it is to state that every man did all any man could do under the same conditions.

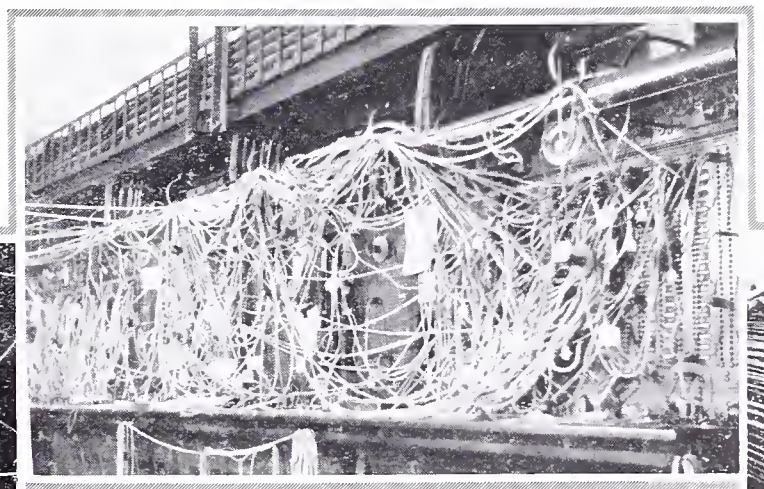
With all the destruction there was a silver lining to the storm-cloud. The value of underground wires was never better exemplified than in the maintenance of service, and the public was certainly appreciative. Nothing but the underground long-distance cables between New York and Washington saved the service between New York, Philadelphia, Wilmington, Baltimore and Washington. This demonstration of advancement in wire service was made by the coöperation of the American Telephone & Telegraph Company. Following the blizzard of 1908, when Washington was isolated during the inauguration of President Taft, the A. T. & T. Company began building long-distance conduits which now carry on continuous service from Boston to Washington.

Between New York and Washington nine underground telephone circuits, and nine between New York and Baltimore, these being the normal number between these points, worked without interruption. Between Philadelphia and New York forty-six circuits proved of inestimable value.

Since the underground telephone service was the only means of communication between Philadelphia and New York, it was used not only by the Western Union but also by the Associated Press, the United Press Association and the Pennsylvania Railroad. As a result every buried wire did double duty, being used for telephone and telegraph service every minute of the day. Not only did the "underground" handle the entire wire business going west from New York for several days, but at one time this underground telephone took care of the entire wire business of the United States out of New York. Some record!



The Morse board as it looked about March 2



Chief Strickland and assistants were kept busy handling this complicated test board at the Bourse Building, Philadelphia

Some A. T. & T. wires at Harrisburg that couldn't be downed

Our Societies

The Pittsburgh Telephone Society

The March meeting, held on Monday the 2nd, at Carnegie Hall, Allegheny, was addressed by Mr. Crosman, General Commercial Superintendent, on "The Question of Government Ownership of the Telephone Lines." Messrs. Clarkson, Stryker, Bishop and Terry, among the five hundred members present, commented on Mr. Crosman's paper.

The Cross Talk Club

The club listened to a most interesting and instructive illustrated talk on "Government Ownership" by General Commercial Superintendent J. Heron Crosman, Jr., on Tuesday, March 10. The other after-dinner speakers were Engineer Hayward and General Manager Kinnard.

The Diamond State Telephone Society

"Efficient Methods of Emergency Repair Work" was the theme of the discussions at the meeting of the society held on February 26. Fully one hundred enthusiastic members of the society from all parts of Delaware and several visitors from adjoining states were present at the meeting.

The feature of the meeting was an illustrated lecture delivered by H. C. Kunkel, Plant Supervisor of the Eastern Division. In his lecture Mr. Kunkel told of the almost insurmountable difficulties the telephone linemen have had to contend with in the storms which have visited this section since 1908. An interesting part of the address was the account of the division of the lines of a system among the linemen, who, as soon as wires were down, began the repair work without further orders.

In his address Mr. Kunkel gave some interesting data showing the great expense entailed on the telephone companies in putting the lines into service after each great storm. He referred especially to the storm which swept southern New Jersey in 1908, and which cost the Company $125,000 in repair expenses; the Washington, D. C., storm of 1909, at the time of the inauguration of President Taft, which cost $250,000; and the Pittsburgh storm of 1913 which cost $30,000 in repair expense.

Other speakers were E. B. Zerman of Trenton, N. J., G. D. Held and S. F. Stringfellow, formerly of Wilmington.

The next meeting of the society will be held Thursday evening, March 26, in the Wilmington Central Office building.

Speaker: Mr. Springer H. Moore.
Subject: "Within the Law."

The "G. C. S."

There appears as a supplement to this number of "The Telephone News" a paper on the proposition of Government Ownership which was read by Mr. Crosman before the last meeting of the Pittsburgh Telephone Society. His very interesting analysis is commended to our every reader as a convincing presentation of the facts.

Spare Pair Society

Room 6-C, Parkway Building, Broad and Cherry Streets.
Thursday, March 19, 8 P.M.

Speaker: W. A. Eipper, Supervisor of Maintenance, Philadelphia.

Subject: "The Plant We Maintain."

Following the regular meeting arrangements for the Spring Athletic Meet will be discussed. All are invited.

Philadelphia Suburban Telephone Society

The next meeting of the society will be held on Tuesday evening, March 24, in the Parkway Building, Broad and Cherry Streets, Philadelphia. The speaker will be Mr. James J. Cunningham, Supervisor of Construction, who will take for his subject "Construction Methods." Following the discourse an entertainment will be given.

The "3290" Club

The regular meeting of the club will be held in Moyer's Hall, Lansdale, March 18, at 7:45 P.M. The speaker will be Mr. George Carey of the Legal Department.

C. Lyman Meixel

The Bell Telephone Company of Pennsylvania, in the sudden death of Mr. C. Lyman Meixel, has lost an old and valued employee. Mr. Meixel had not been well for some time and was granted a leave of absence, with the hope that, with the relief from all duties, he would rapidly regain his health.

His vacation was spent at Atlantic City, and from the reports it was thought by his friends that he had fully recovered, as he was to resume his work on Monday. Wednesday afternoon word was received that he was criticaly ill at the hospital at York, Pa., where he had gone to get his little daughter who had been visiting there. His death, which occurred March 12, was due to an acute attack of diabetes.

His first telephone work was in 1887, at Huntingdon, Pa., with The Central Pennsylvania Telephone and Supply Company. During 1890 and 1891 he was with The Chesapeake and Potomac Telephone Company at Baltimore. After taking his degree at Lehigh, he entered the service of the Pennsylvania Telephone Company at Harrisburg, in 1896, since which time he had been continuously in the employ of the Bell Companies.

Mr. Meixel was a Telephone Pioneer and prominent in Masonic circles.

THE TELEPHONE NEWS

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The Central District Telephone Company
The Delaware & Atlantic Telegraph & Telephone Co.
The Diamond State Telephone Company

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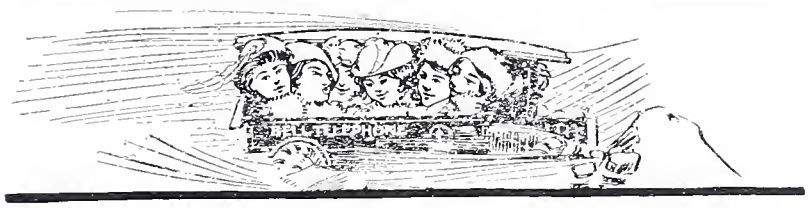


WHAT can a fellow say who sat at a desk in a warm office and watched the storm do its worst, and waited while moment after moment brought word after word that old North Wind, whistling a tune at the rate of sixty miles an hour, had joined hands with Dame Snow to put man and his work out of business?

But other news came, too—news that thrilled in its message of loyalty and devotion to duty—the word that Bell men and Bell women had risen as one man and one woman to meet the emergency and that North Wind, biting cold, blowing blizzard, could not deter those people whose one thought was *service*.

The story of their accomplishment is written upon nearly every page of this TELEPHONE NEWS. Regarding the women's work—here's what the Company thought of *that*, inscribed in a big bulletin in the Philadelphia daily newspapers:

"By noon on Sunday the Traffic Chiefs saw it coming—the biggest blizzard of the year, the worst since Christmas of 1910.

"Out over the lines went the warning: 'Get ready!' and back came the answer from the Chief Operators: 'You can count on us.'

"That day closed with the shriek of the north wind and the whirl of snow. Through the drifts to the central offices came the night operators, on sleds, on foot—any way they could get there—to take their posts during the watch hours. As darkness shut down, the day forces were mustered before the Chief Operators. Preparations were made for the rush of calls that was sure to follow on the morrow—and those who did not live near the central offices were conducted to adjacent hotels where quarters for the night were provided.

"Every Philadelphian recalls the sight which met his eyes on Monday morning—how he crawled out of bed with a sigh and a shrug and set forth into the storm. But few realize what that morning meant to the telephone operators. A duty was calling—the duty of public service. Did they respond? They did—and not only in Philadelphia, but at every Bell office in the storm belt.

"Long before the hour at which they were accustomed to report, these young women fought their way to the central offices, without shrinking and without complaint. Employees from other departments who had not sat at a switchboard for months, perhaps years, appeared with the words, 'I'm ready to help out.' Former employees, stirred by the old spirit of loyalty to the service, pulled on great-coats and big boots, buffeted their way through the swirl and drifts, and took their old positions at the switchboards.

"The Company's big blue motortrucks were not idle during the morning hours. Those that could be spared from the work of repairing in the country sections were pressed into another service. Seats were fitted to the truck bodies,—and out they went into the storm to pick up the snowbound operators who otherwise could not have reported.

"A million calls were handled on Monday by this operating force in Philadelphia alone—the biggest telephone traffic load in its history. Each central office was aglow with activity, enthusiasm, and the smile that goes with work well done. In came hampers of soup and sandwiches and tanks of ice-cream, coffee and milk. It was a happy force and a highly efficient one. It met the emergency with a stout heart and a grin, keeping Philadelphia and the other storm-swept communities on the telephone map and in touch with the outside world.

"It is this loyalty—this inspiring devotion to duty—that makes for true, unfaltering public service."

Regarding the men's work, here are excerpts from the Company's bulletins of later dates as printed in the newspapers:

"But the telephone man still has the big job before him, for restoring a blizzard-ridden telephone service is not a mere matter of shoveling snow, and with numbed fingers and half-blinded eyes the workmen of the wire must struggle on until every tiny thread of the copper lacework is alive again."

* * * *

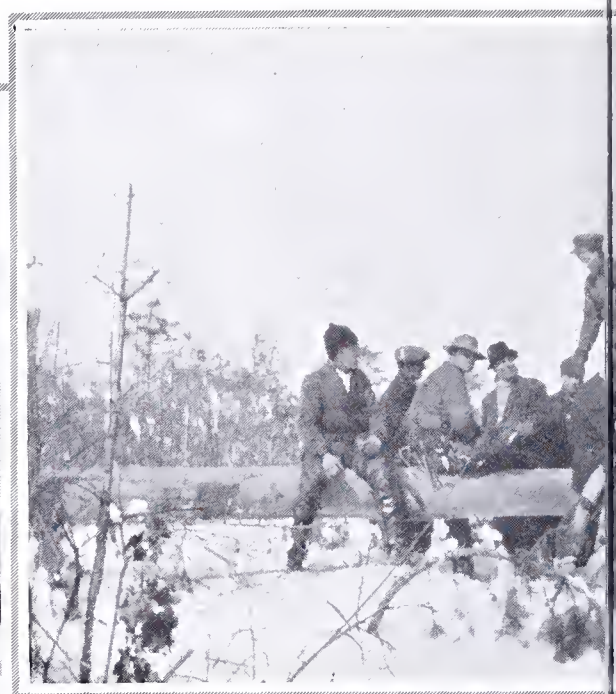
"These men have gone into the job against tremendous odds and fought steadily, patiently, through day and night to give back to our subscribers the telephone voice they have lost."

* * * *

"The patience and considerate coöperation of those whose service has been interrupted has been helpful and encouraging. It's a hard fight, but a good one, and every man of the Bell Army will work unflinchingly till the job is done."

IN THE WAKE OF THE STORM ALO

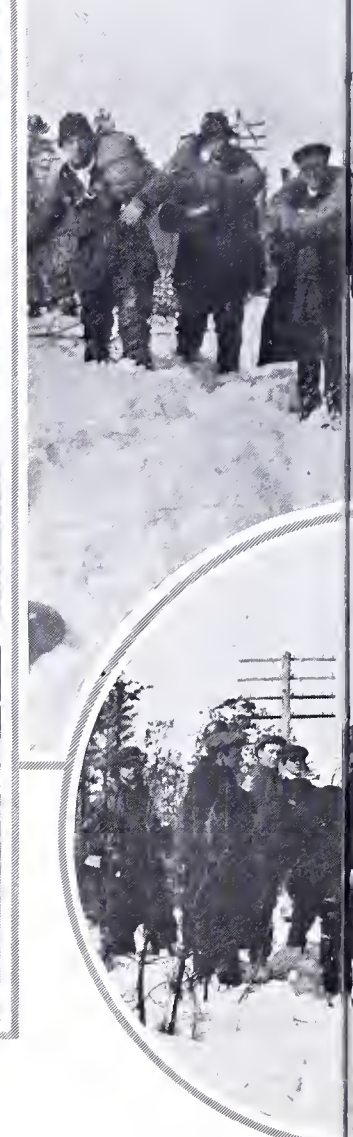
A. The meeting of the Camden and Atlantic City gangs at a point near Germania. Foreman Masters is shown testing the Philadelphia end of the emergency line and District Foreman Sieber testing the Atlantic end. The men are taking their first rest. When connected it afforded the first wire service between Philadelphia and Atlantic City.



B. Around Cologne, N. J.

D South of Cologne, N J., pole line No. 1 cut from the main road across fields to section passing through woods.

E. No. 1 New Jersey line, south of Cologne, N. J.



(NG THE FAMOUS WHITE HORSE PIKE

C. Scenes near Cologne, N. J.

F. Pole line No. 1 relief gang

H. Junction of the Toms River-Atlantic City Philadelphia Toll Lead, Pleasantville, N. J

I. Pole line No. 1, lunch hour in woods

G. Scene near Cologne, N. J.

The Observer Takes a Peep at the Budget

Even if you were a multi-millionaire, wouldn't it give you a sort of shock to be told that you would have to provide over $8,000,000 for "improvements" alone during the year A.D. 1914? Figures from the budget of our Companies point to an era of unparalleled progress during the coming year. This budget sets aside an appropriation of $8,137,000 for plant additions to care for the yearly increase of subscribers and traffic.

These needs will include some of the things noted below. There will be provided 1,030,000 feet of underground conduit. To bury this pipe or conduit in a single straight line would require a trench four times the length of our Panama Canal.

The underground and aerial cable which will be used will contain 707,000,000 feet of copper wire of various gauges. This is more than sufficient to form a single line over the distance we would travel in going from Philadelphia to Bangkok, Siam, via London.

There will be used 600 short poles, that is, under 25 feet; 10,000 medium poles 25 feet high; 18,000 big poles 30 feet high, and 7000 extra poles over that height. If these 35,600 poles were placed butt to butt, they would form a fence twenty miles long—long enough to build a stockade fence around 'most any town, should one be needed to protect us from the red men these days.

The cross-arms to be placed on these poles will be close to 48,000 in number. Placed end to end they would stretch from Philadelphia to New York.

The bare copper wire to be used on the telephone lines will weigh approximately 1,000,000 pounds. This is one-thousandth of the United States' entire supply for both domestic and foreign purposes. It would be sufficient to build twenty colossal statues like the copper Liberty in New York Harbor. The galvanized iron wire to be used, it is estimated, will weigh over 85,000 pounds. If the Penn statue on the City Hall, Philadelphia, were made of iron, there would not be enough, by twelve and a half tons, to supply the galvanized iron wire needed by the Bell Company.

The metal rings, which one may notice clasp the aerial cables every few feet to a supporting strand which stretches from pole to pole, will be in demand, too. They will be needed to the tune of 1,100,000. If such a barbaric display as these galvanized rings were to come in fashion as jewelry, they would furnish necklaces for all the women and girls in the cities of Trenton, N. J.; Allentown, Pa.; Chester, Pa.; Erie, Pa.; Lancaster, Pa.; McKeesport, Pa., and Wilmington, Del., and perhaps some smaller places.

There will be provided over 46,000,000 feet of rubber-covered wire to be used for interior wiring, distribution lines, and practically all wiring purposes aside from the lines on poles. This length of wire would stretch across from the Atlantic to the Pacific twice and then there would be enough left to reach to Sante Fé, N. M.

Brackets for fastening the wires to poles where no cross-arms are used will reach the number of about 90,000. If they were placed one to each pole and a single strand of wire strung upon them, they would reach from New York to Helena, Mont., and about a hundred miles further.

The Bell Company has estimated that in 1914 so many more people will learn to enjoy the telephone service that the gain this year will be nearly 107 per cent. of the 1913 gain. The total increase of stations, it is expected, will figure about 8.88 per cent. This percentage represents a net growth of 44,844 telephones, making a total number of subscribers' stations in the territory of our Company amounting to 549,653 Bell telephones, or more than there were to be found in the entire United States about fifteen years ago.

The cost of the additions to plant, when figured on the number of telephone stations to be gained, amounts to $181.45 for every new telephone. First of all, there is the real estate to be purchased for telephone buildings. This amounts to over $1,320,000, or $29.43 for every telephone gained. Next there is the sum for equipment and the exchange lines which amounts to $6,135,000, or $136.81 for every new telephone. Last of all, an expenditure of $682,000 must be made for new toll lines to meet the increased traffic. This figure equals $15.21 for every new telephone. The total additions to the plant will therefore figure, as before stated, $8,137,000.

Analyzing these figures further, our appropriation shows in detail some of the items of these expenditures. This is of much interest, as it shows provisions for improvements in all sections of the territory together with new buildings and central offices in many places.

It shows $70,000 appropriated for the land on which eight buildings will be erected and $1,175,000 for the erection of three new buildings, $75,000 for additions to eight buildings, a total of $1,320,000.

This sum includes the first payment on two large new buildings to be erected in Philadelphia and Pittsburgh. The building in Philadelphia will be used as the General Offices of the Company and will also contain several central offices, while the Pittsburgh building will provide for main offices for that section of the country and will relieve the present building known as "Grant" and located at 416 Seventh Avenue.

New and enlarged switchboards will be placed in 162 places. In all, 407 sections of switchboard will be needed for this work. This includes complete new central office equipments at Trenton costing $125,000, at Erie (last payment) $65,000, and at the Grant Central Office, Pittsburgh (first payment) $50,000. The equipment for six other new offices in various sections of the territory will cost $250,000. Additions to 57 other offices will approximate $460,000, while 14 central office equipments will be replaced by entirely new apparatus costing $110,000. Besides this it is estimated that there will be a large number of miscellaneous small jobs throughout the territory amounting to $470,000.

Some of the outside plant work for which sums have been set aside will consist of placing 4145 miles of wire on existing lines costing $231,000, 30 miles of new lines amounting to $24,000, and 1387 miles of phantom circuits amounting to $5000. This will mean an addition of over 5500 miles of wire to the open-wire lines of the Company. That's enough wire to reach from Philadelphia to Boise, Idaho, or Phoenix, Ariz., and return.

Some of the big jobs which will be undertaken include the balance of the cable to complete new toll lines between Pittsburgh and McKeesport and Pittsburgh and Rochester, totaling $53,000; a new toll cable line between Allentown and Bethlehem to cost $10,000; an extension of the cable forming the toll line between Wilkes-Barre and Scranton for which $18,000 is provided; a Philadelphia-Ambler toll line cable to cost $19,000; the first section of a new Pittsburgh-Wheeling toll line, $12,000; high grade underground cables in Philadelphia to cost $45,000; and underground conduits and cables in Pottstown, Pa., which will cost $15,000.

A budget like this one of our company may seem like an aggregation of dull figures, but, as a matter of fact, it is one of the livest possible sort of things, for it indicates the great forward steps which are being made every day to serve in a bigger, better way the people who Bell-telephone.

The Observer

The Storm in the Atlantic District

By C. B. Smith, District Manager, Atlantic City, N. J.

tlantic City is speedily recovering from the effects of most disastrous storm since the memorable blizzard of 3, when all means of transportation and communication e completely cut off for a period of over a week. Judg- from the extent of damage done in the recent storm pared with that of 1888, we have a "storm-proof" plant a splendidly loyal and efficient force of men and women hank for the prompt restoration and harmonious oper- n of the telephone system, only small portions of which e out of service for a period of forty-eight hours.

he storm struck Atlantic City in the form of rain early day morning, but changed to a wet snow about eleven ock. Almost at the same time the temperature dropped w the freezing point, which froze the wet snow to the es. After the wires were coated to the thickness of ut an inch, a strong wind which during Sunday night ched the velocity of fifty-two miles per hour did the rest.

'he No. 1 Philadelphia trunk line was at 6:05 P.M. Sunday, the Ocean City- ladelphia trunk line at 4 P.M. and the ean City-Atlantic City line at 4:10 P.M. is left Atlantic City without wire com- nication with the outside world except means of two Atlantic City-Pleasantville nk lines which worked merrily through- the storm, the Western Union, Postal 1 Independent telephone lines having led earlier in the day.

The emergency force was immediately embled and one gang left Atlantic City nday afternoon in order to locate and ige the extent of the damage. At eight lock Sunday evening this gang had rked its way through a blinding snow- rm for a distance of twelve miles before encountered the first break, which was sed by eleven poles broken down seven les north of Pleasantville.

Tests indicated that the major part of the uble was between Hammonton and Egg arbor, and at 11:30 Sunday night a Cam- n gang was sent to Egg Harbor by eading Railway, arriving there at three clock Monday morning. At daylight this ng started to make good two pairs of ire between Egg Harbor and Hammon- n. After completing this they returned Egg Harbor and worked southward, rrying two pairs through to Germania, where they met the tlantic force working northward on Tuesday at 12:30 .M., thus giving Atlantic City its first wire connection with hiladelphia, the other wire lines being still out of service.

Four additional Philadelphia lines were O.K.ed at noon Wednesday and twenty additional trunk lines are ex- ected through by to-night. This latter will be accomplished tying together the No. 1 trunk line with the No. 2 line hich runs through Mays Landing and Williamstown and hich was but slightly damaged.

Altogether there are nine distinct breaks in the No. 1 hiladelphia line between Pleasantville and Hammonton, ecessitating the use of 125,000 feet of emergency wire nd 2000 feet of 15-pair emergency cable. Seventy-five oles are broken on this line.

The Ocean City line was restored on Tuesday morning nd service to Wildwood and Cape May and the lower beach esorts was possible Tuesday afternoon.

These lower resorts suffered but little from the ravages f the storm. The Cape May-Philadelphia trunk line was interrupted for a short time only, and but five subscri lines were reported in trouble at Wildwood. These promptly restored, and, with the exception of Ocean C and Atlantic City, so far as Bell service was concerne these towns were enjoying normal service both locally and with the outside world.

Pleasantville was the "hardest hit" of all the towns in the district, over 400 stations being out of service due to the tangled and snarled condition of the overhead distribu tion plant. Newton Cranmer, the Plant Wire Chief at this point, was called out Sunday afternoon in the height of the storm to extinguish a fire which was blazing merrily in a cable box which was caused by a cross with electric light wires and created much excitement in the neighborhood. Cranmer, greatly to the relief of the frightened residents, bravely climbed the ice-coated pole and extinguished the blaze.

There were approximately 1500 subscribers' stations out of service throughout the district. Approximately 300 of these were in Atlantic City, where the storm was most severe, and where the overhead plant of the opposition company is practically demolished and the lines of the electric light company so badly twisted and tangled as to prevent their use, leaving the town in total darkness. Many of our patrons are expressing grateful surprise that our service was so slightly affected, and the local newspapers are commenting very favorably on the use of underground feeder and block wire distribution which was responsible for such a good showing.

J. D. Kennedy
Philadelphia Manager W. E. Co.
Our hats are off to you and all your loyal co-workers for the splendid help given our Companies during the blizzard.

As the storm increased in fury the local calls mounted up until an observer would have thought that we were in the midst of a busy summer season. True to their well established reputation for loyalty to duty under any circumstances, the girls of the Traffic Department responded nobly to the summons—indeed they responded without the summons; many operators who were not due to report until noon on Monday dug and plowed their way through the lofty snowdrifts to the office and came up with smiling faces to take their place at the board in the morning. And they were needed, for with all other means of communication practically at a standstill, everyone resorted to the Bell, and the very cheerful and efficient service furnished by this band of girls has brought forth its merited recognition from a host of our subscribers and the public at large. Numerous incidents could be recited indicating the struggles these girls were obliged to make in reaching the central office on Sunday and Monday. In many cases they were the first to attempt to leave the house and were obliged to pick their way through tangled wires over huge snowdrifts in the teeth of the fifty-mile gale.

One can well imagine the feeling of intense relief that swept over the anxious throng of 20,000 Lenten visitors when word was passed through the corridors of the various hotels that "the Bell lines are working." They came after us with a rush, but we met that in the same spirit that we met the other emergencies arising from the storm, and again the credit is due to the loyal and cheerful men and women who through their fortitude and courage have again brought the distinction of making "the Bell the first on the job."

The president of the Atlantic City Chamber of Commerce issued an open letter congratulating all the utility companies on the speed with which they recovered, and particularly the employees who performed so loyally and effectively.

HAVOC IN THE CITY BY THE SEA

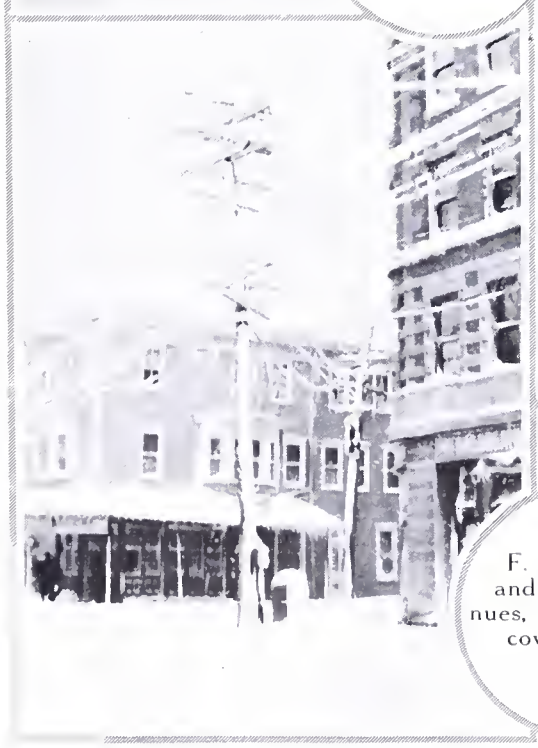
A Clearing snow from Boardwalk

B. "Shore Fast Line" car and four others stalled in the heart of Pleasantville

C. Illinois Avenue below Pacific

D Snowdrift in front of Steeplechase Pier

E. Pole (not ours) down on Illinois Ave.



F. New York and Pacific Avenues, showing wires covered with snow

G Corner pole on combined No. 1 and No. 2 Phila.-Atl. lines at Pleasantville

H. Have you ever seen this on the Boardwalk in July?

TRENTON'S TUSSLE WITH WIND AND SNOW

A A T & T Test Station, Calhoun Street

B Junction box, cable and wires

F End of Princeton Avenue Underground service not affected

D Quarry Alley east of Calhoun Street

C. Grant Avenue east of Clinton

E. Joint pole W U Tel & D & A., Princeton Avenue and Paul Street

WHAT WOULD HAPPEN TO YOU AND ME?

CONSIDERATION OF THE PROPOSITION OF GOVERNMENT OWNERSHIP PROMPTS THE ASKING OF THIS QUESTION BY EVERY EMPLOYEE.

Following are a few extracts from statements by men who are familiar with the conditions of government employment. Three of these bear directly on the changes which advocates of government ownership have argued could be made.

The Opinion of a Civil Service Expert

Government employees who make good in scientific work, and even in clerical and executive work for the Government, can always command better salaries outside the public service, and outside corporations are constantly looking for such men who have shown special efficiency.—*Hon. John C. Black, ex-President of the United States Civil Service Commission.*

The Financial Sacrifice

But he who intends to make his work for the Government a life-work must decide to endure great sacrifices financially. After a man has reached or passed a certain degree of efficiency and responsibility in the service, he finds that he gets less money for it, far less money, than is paid by business concerns for relatively the same work. I should say that he discovers that he is working for at least one-fourth, perhaps one-fifth, of what he could be making on the outside.—*Hon. Frank H. Hitchcock, ex-Postmaster-General of the United States.*

Little Opportunity for Advancement

Purely clerical and administrative work offers no special opportunities for the really efficient young men of the country. The pay and opportunities for advancement are small as compared to those in the commercial world.—*Hon. Walter L. Fisher, ex-United States Secretary of the Interior.*

If So, Who Would Be Retained?

It would be feasible to transfer a large number of the telephone offices to post-office buildings and thus greatly reduce the aggregate expense per quarters. Furthermore, as the majority of the telephone employees are operators, who require no special technical training, the merging of the two forces would result in a material reduction in the total number of employees required.—*Report of the Special Committee of the Post Office Department which was indorsed by the Postmaster-General and recently submitted to the Senate.*

The Costly Plum Tree

Naturally heads of departments, who are the President's political advertisers, change with a new Administration; but many subordinates in the most responsible positions, who ought to stand or fall solely by the value of their work, are turned out for political reasons. Civil-service rules protect the clerk in his humble job, but not in his ambition to reach the more responsible position, that is still the spoil of politics.—*Saturday Evening Post.*

—*Dallas Morning News*

Why They Resign

It is the sheerest nonsense to talk about government efficiency and economy so long as the Government turns every able man in its employ out-of-doors. A railroad that had nothing to offer for ability except a little passing glory and a stepping-stone to some other employment would find a quarter of its revenues wasted—just as the Government does.—*Editorial in The Saturday Evening Post, February 15, 1913.*

The Huge Machine

Under private ownership, the employee who shows ability to increase profits through more attractive service or economies of operation is rewarded by promotion.

The government employee is part of a huge machine and as such has no interest in anything except his pay, and if that does not contain enough to satisfy him, he is tempted to avail himself of the first opportunity to "make something on the side." —*The Boston Commercial.*

The Opinion of a Former Cabinet Member

The purely momentary rewards and opportunities of the Government will never be so great as those offered in the business and professional world elsewhere.—*Hon. Henry L. Stimson, ex-United States Secretary of War.*

Appointments by Political Favor

The man in charge of a political office in Georgia or Kansas or any place else is appointed there, if it is outside of the civil service, nine times out of ten because of political service that he has rendered to members of the party in power.—*Senator Joseph L. Bristow of Kansas before the United States Senate.*

A Pleasing Prospect for Linemen and Inspectors

These switchboards (of the small exchanges) are simple and no great technical knowledge is required to operate them. The operator might perform other duties according to the number of calls per day. The lineman or inspector would keep the lines and equipment in working order and a Post Office employee could easily be taught to manipulate the board.—*Report of the Special Committee of the Post Office Department which was indorsed by the Postmaster-General and recently submitted to the Senate.*

A Few Might Be Retained Temporarily

Few engineering difficulties would be encountered in the acquisition and operation of the long-distance lines as a separate system. They are in excellent condition and are maintained and operated by skilled employees, some of whom it might be advisable for the Government to retain at least until the consolidation of the post and telephone offices will permit the Postmaster-General to make changes in the personnel.—*Report of the Special Committee of the Post Office Department which was indorsed by the Postmaster-General and recently submitted to the Senate.*

We Could Resign at Any Time

Statistics show that there have been over 90,000 voluntary resignations in a period of eight years among civil service employees, mostly of men who have been in the service less than ten years. This, of course, means that these men were young men, active men, whom the Government really needed in its business, and the men who remained were old men, less active, less ambitious, somewhat less efficient. The younger and more active men naturally sought other fields where their labors would be more properly compensated.—*Statement made by Congressman William M. Calder of New York, before the House of Representatives.*

Hopeless Burying

The son of a particular friend of Charles Nagel, ex-Secretary of Commerce and Labor, came to him two years ago and asked him for a job.

"I'll give you this job," said Mr. Nagel; "but, in return for it, I want your solemn promise that twelve months from to-day you will lay your resignation upon my desk. In that way you will make sure of not hopelessly burying yourself."

The young man kept his promise, resigned at the end of the year, and a little later secured a good position in private life, one carrying the assurance that, if he worked hard, he would go higher and higher in the business.

In a vein similar to Mr. Nagel's, Champ Clark, Speaker of the House of Representatives, once said to a young man from his district: "My boy, you can do better for yourself by going back to the woods at home and mauling rails than by taking a clerkship under the Government. You'll get no job from me."—*New York Tribune, February 2, 1913.*

Samuel's Advice to John

Uncle Sam "Give it up, John You haven't enough self-control to make a success of it"

—*Concerning Municipal Ownership*

Government Salaries Inadequate

But there can be no doubt of the fact that the great majority of government salaries are inadequate and that they are not particularly attractive to ambitious and energetic young men who are capable of great things.—*Statement by George von L. Meyer, ex-United States Secretary of the Navy.*

Politicians Control the Office-Holders

One of the most fruitful causes and occasions for complaint in political campaigns is that the politicians control all the office-holders, their clerks and subordinates with great effect at caucuses and election time. The postmasters, for example, are selected by their prospective congressman with a view to their political activity and ability, and they are expected to be exceedingly useful every two years when the member seeks renomination and reëlection.—*The Press, Utica, N. Y., July 25, 1912.*

Chances for Real Promotion Are Few

When it comes to the large class of clerical positions, the determining question is what the applicant is after. If he wants a job with all that this implies, it is difficult to give the answer, because the conclusion depends so much upon the immediate conditions that prompt him. He may be looking for a berth when he might just as well find employment in other directions. He may be particularly qualified for such work, and become in every respect a desirable member of the public force. He may wish merely to bridge over a temporary situation. But, whatever the reason that moves him, one thing he ought to bear in mind. In this branch of the service the chances for real promotion are few. The higher he goes, the more certainly will he travel away from the security that the civil service affords. If he enters with the purpose to remain temporarily, let him bear in mind that such a resolution is not easy to carry out.—*Statement by Charles Nagel, ex-Secretary of Commerce and Labor of the United States.*

Real vs. Bogus Efficiency

Somewhere round the post office you will find a formidable placard headed in blood-red type—"Warning Against Activity in Politics by Federal Officers and Employees!" The postmaster who hung it up was appointed on the recommendation of a senator or representative exactly because he had been active in politics. He knows very well that if his party, or his faction of his party, is defeated he will be turned out when his term expires, or before. He knows the post office offers him no permanent employment, and that, whatever his record may be, he has not the slightest chance of advancement. The better positions and larger salaries will not go to those who have performed valuable service in the department, but to those who have performed valuable service in politics. So it is in other departments.

Imagine a railroad saying to its employee: "You can have this job, but there's no telling when you may be turned out of it; and, no matter how faithfully you work, we will never give you a better job!"

There are the recommendations for economy and efficiency; there are the solemn warnings against political activity; also there are the Southern Republican organizations named mostly by Federal employees.

Talk of efficiency and economy in the Government service will be fruitless and farcical until the service is absolutely taken out of politics.—*Saturday Evening Post, May 18, 1912.*

The National Scrap-Heap

It has been stated that the personnel of the postal service changes every seven years, and this will give an idea of the small percentage of those who do make it their life-work. . . . It is hard for me to say it, because I detest ingratitude, governmental or otherwise, these employees are forced to resign when they become superannuated, unceremoniously kicked out, and told that they are inefficient and can no longer do the work required of them—outlived their usefulness. It is one of the saddest incidents of our governmental life. Thrown among the flotsam and jetsam of humanity, who have no aim or object in life because of years of ardent labor which have used up their energy and vitality. Yes, Mr. Chairman, like an obsolete piece of machinery or a broken piston-rod, they are thrown on the scrap-heap.—*Congressman Griffin of New York, before the House of Representatives.*

The Influence of the Political Situation

There are more than five million persons in the United States to-day who draw their income from the taxes of the people, who are dependent on taxes for support, meaning that they are in the employ of the Government, either national, state or municipal. The vast majority of these persons feel that their tenure of office depends on the political situation. Their votes are influenced by their personal interest necessarily.—*News and Courier, Charleston, S. C.*

The national telephone system of England was taken over by the Government only a few years ago. Have the employees been benefited? The following items will tell the story.

What Has Happened in England

Is it not a puzzle that everybody is complaining since the telephones were taken over by the State? . . .

Although eight months have elapsed since the change took place, a large proportion of the staff do not yet know what positions they are to occupy under the Post Office. Work, pay, prospects, sick-leave, pensions—in fact, all the essentials of their careers—remain unsettled, and it is not to be wondered at if the strain on their minds interferes with their alacrity and good temper. . . .

Again overtime rates are lower, casual leave is obstructed, out-of-town allowances have been reduced, and there are all sorts of petty annoyances which might easily have been avoided. —*Editorial in John Bull, London, England.*

Government Employment Not Attractive

The result is, we learn, that the best of juniors are rapidly leaving the service, while the seniors of the old service, for whom the task of obtaining other employment is more difficult, are tending to become slack and inert through the depression of their surroundings. On the operating side the same conditions are, we understand, to be found. Payment and promotion now depend entirely upon age and length of service rather than efficiency, as in the old days, and there is discontent among the best class of operators in the telephone service. They lose interest in their work, and we know the result. This lack of interest in the work, owing to the causes stated above, is at the bottom of the serious telephone trouble which the Department has to face.—*The Electrician, London, England.*

(TRANSLATION)

"Take this message at once to Pantin; it should have been delivered two hours ago!"

"Wouldn't it be better to telephone?"

"I told you the message was urgent, so take the omnibus."

—*Bulletin de l'Association des Abonnes au Telephone*

Lack of Protection

With regard to conditions of service, we may note that the American Telephone & Telegraph Company has set aside a sum of £2,000,000 ($10,000,000) to provide pensions, payments against sickness and disablement, and life insurance for its 175,000 employees. Payments out of this fund will be made good annually by the Company. This arrangement is being made less as a matter of charity than a matter of business, owing to its effect in making the staff feel more contented with their conditions. But not even the pensions available to Post Office employees can soothe the discontent which has survived all committees of investigation and all concessions.—*Editorial in Electrical Industries, London, England.*

What the Operators Say

Widespread discontent has prevailed among telephone employees since the transfer of the service to the State, and meetings are being held throughout the country. . . . .

It was mentioned that the operators, of whom there are in Birmingham about 230, complain of the reduction of remuneration for Sunday duty.—*The Post, Birmingham, England.*

Promotion Blocked

The creation of artificial barriers as stumbling-blocks in the lines of promotion of capable and experienced officers is regarded as a retrograde step and highly detrimental to the maintenance of the high standard of efficiency attained under the Telephone Company. . . .

The degradation of responsible supervising officers from the major to the minor staff, the imposition of longer hours of duty, and the proposed transfer of officers to a grade inferior to that which they at present occupy is considered reactionary, arbitrary and unjustifiable on any grounds.

The scales of pay and the annual increments proposed are quite inadequate and incommensurate with the increased cost of living, conclusive proof of which is given in the recent returns issued by the Board of Trade. —*The Electrician, London, England.*

The Things That Matter

I was talking to a linesman as he ate his dinner outside one of those curious little combinations of tents and caves which establish themselves for an hour or two at the corners of London streets.

I asked him why, if the same staff had worked the system under the National Telephone Company, they could not do so with equal efficiency under the Government. "It is quite true," he said, "it is the same staff, but the conditions aren't the same. Our pay remains the same, but our conditions are less good. All our old arrangements have been knocked out and no new ones put in their place. Take my case. Under the National Telephone Company I could have gone on being promoted until I became a—" (I forget what.) "Now I can only go on to such and such a grade, at thirty-five shillings a week. That's made a difference in my future. There's only one telephone in England; my work is highly specialized, and if I left this service I should have to leave the country and find another job."—*Pall Mall Gazette, London, England.*

The State as Employer

That the employees of the National Telephone Company are anything but satisfied with their experience since becoming State servants is indicated by the fact that a protest meeting on their behalf is being called this week in Manchester. The "ideal employer" is in many cases demanding lower wages and longer hours than the old company found necessary to successfully work the system. . . . When they were taken over promotion was promised on the basis of work done, but despite the fact that they had had in their hands an overwhelming proportion of the telephone exchanges and lines throughout the country, very few of the superior positions have been given to them. Out of 357 appointments in the engineering department alone, all but forty-four have been given to men previously employed by the Post Office.—*Evening Chronicle, Manchester, England.*

State Telephones

The most glowing prospects of better conditions under government control were held out to the telephone staff when the telephones were about to become the property of the State. But it seems that all these expectations were illusory; in Mr. Preston's words, government employment

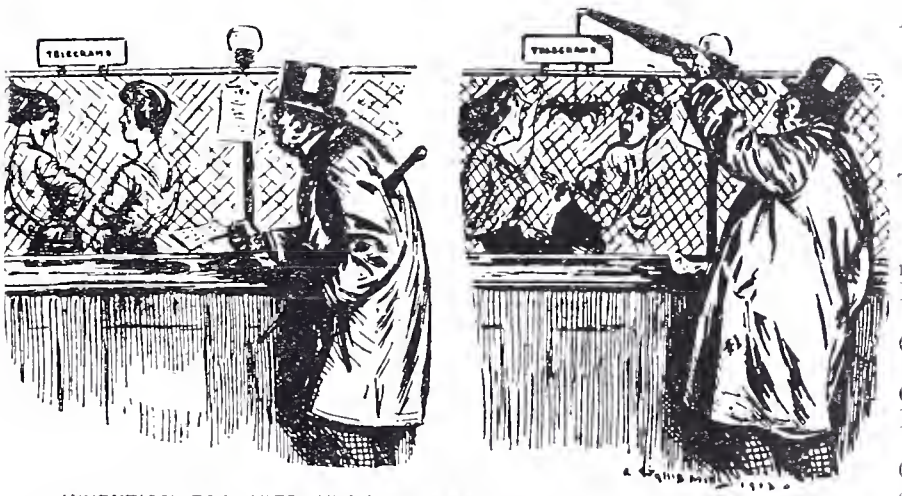
has been tried and found wanting, and the iron of discontent has entered into the souls of the staff. A long list of grievances are set out; in fact, the service seems unsatisfactory, to the male employees at any rate, in almost every respect. In regard to such different matters as rates of increase, sick pay, overtime pay, and hours of duty, the staff are utterly disappointed and disgusted.—*The Northern Whig, Belfast, Ireland.*

All He Got Was Sympathy

When I have spoken to the employees of the Post Office in complaint of the existing state of things, they have sympathized with me and have always courteously listened to any complaint, but they have said that since the change conditions are harder for them than they were before.—*Mr. Long, before English House of Commons.*

Employees' Troubles

The employees of the Post Office telephone department do not appreciate the "blessings" of State control. Since the beginning of this year they have worked as a department of the Post Office, but the "reforms" which have been carried out have evidently pleased nobody, and from district managers and linesmen alike complaints are made and public ownership is compared with capitalist control, to the disadvantage of the former.—*The Telegraph, Sheffield, England, November 21, 1912.*



INVENTION FOR ATTRACTING THE NOTICE OF POST-OFFICE LADIES.
(PATENT APPLIED FOR.)

—*Punch, London*

Same Story in France

The administration cannot secure workmen for the construction of its lines unless it employs apprentices, because it does not pay enough. Skilled workmen prefer to find more remunerative employment.—*Bulletin de l'Association des Abonnés au Telephone, Paris, France.*

Promotion Not by Merit

Promotion in the civil service goes chiefly by seniority. This means that all ambition and all interest in the work is deadened. Nothing is more disheartening for a hard-working, efficient man than to see the best positions being filled by the lazy and inefficient simply because they happened to join the service a few years earlier.—*A British Expert.*

Italy's Experience

The Government . . . pays less for overtime labor; has done even more—paying everyone badly. It has forced the workers to struggle amongst themselves for this overtime work. . . . The workers have understood and everyone knows that the masters have nothing to gain by killing and exhausting the blood of the workers. But the Government does not yet understand these elementary matters, does not understand the danger that accrues to industry from tired and discontented workers which renders fraud inevitable.—*Hon. Filippo Turati, Member of Italian Parliament.*

State Administration in Belgium

It has an overcrowded staff, badly selected, whose working hours are excessive.—*La Gestion par l'Etat et les municipalités.*

Telephone Employment in Germany

The subsequent history of the relations between the postal and telegraph employees (who operate the telephone lines) and their chief shows that the latter has resolutely adhered to his determination to be master in his own establishment. Every year at the discussion of the postal and telegraph budget, instances are cited in which the Secretary of State for the postal and telegraph service has chastised those among his employees who have shown a disposition to challenge his arbitrary authority.—*A. N. Holcombe: Public Ownership of Telephones on the Continent of Europe.*

The Impossible

The objection is made that we pay the porters and general personnel too little and that the hours are too long. But where is the money coming from, especially when there is a constant cry for reduced rates?—*Imperial Secretary of State, before the German Reichstag.*

Our Organization Changes

The Bell Telephone Company of Pennsylvania

F. J. Reutlinger, Jr., Draughtsman to Specification Writer, Philadelphia, Pa.

G. O. Walborn, Installer to Clerk, Reading, Pa.

L. L. Lininger, Installer to Central Office Man, Harrisburg, Pa.

Augusta Schmidt, Supervising Operator to Assistant Chief Operator, Williamsport, Pa.

Clara G. Stephan, Senior Operator to Supervising Operator, Philadelphia, Pa.

Mae A. Farrell, Senior Operator to Supervising Operator, Philadelphia, Pa.

Carrie Old, Operator to Senior Operator, Philadelphia, Pa.

Margaret E. McCauley, Operator to Senior Operator, Philadelphia, Pa.

Vera V. Rehm, Supervising Operator to Assistant Chief Operator, Philadelphia, Pa.

Mary McDermott, No. 2, Assistant Chief Operator to Evening Chief Operator, Philadelphia, Pa.

N. Saller, Service Inspector to Traffic Inspector, Philadelphia, Pa.

Helen M. Galvin, Information Operator to Supervising Operator, Philadelphia, Pa.

Katharine V. McLaughlin, Supervising Operator to Evening Chief Operator, Philadelphia, Pa.

Grace G. Shaw, Operator to Senior Operator, Philadelphia, Pa.

Catherine D. Jordan, Operator to Senior Operator, Philadelphia.

Jane McFadden, Senior Operator to Supervising Operator, Philadelphia, Pa.

Dorothy G. Baumgartner, Operator to Senior Operator, Philadelphia, Pa.

Mary I. Dougherty, Operator to Evening Chief Operator, Philadelphia, Pa.

Frances F. Schumacher, Senior Operator to Supervising Operator, Philadelphia, Pa.

Elizabeth Kelly, Supervising Operator to Assistant Chief Operator, Philadelphia, Pa.

Mrs. Helen E. Kane, Senior Operator to Supervising Operator, Philadelphia, Pa.

Anna G. Dougherty, Supervising Operator to Evening Chief Operator, Philadelphia, Pa.

O. B. Campbell, Climber to Foreman, Wheeling District.

F. K. Singer, Plant Instructor to Division Supervisor of Methods, Pittsburgh, Pa.

H. W. Vannoy, Plant Chief to Plant Wire Chief, Marietta, Ohio.

C. W. Morton, Plant Chief to Plant Wire Chief, Steubenville, O.

Blanch Donegan, Operator to Chief Operator, Monessen, Pa.

Harrisburg Division

B. S. DUNCAN, Division Correspondent

Altoona District

One of the most interesting and instructive exhibits ever made in Altoona is one that was this afternoon placed in the main display windows of The Bell Telephone Company's main offices, 1120 Twelfth Street, designed to show the various wire troubles a telephone or other public service corporation has to contend with.

For months past the Bell Company has been annoyed from time to time by damage done their wires and cables by careless gunners and mischief-makers, and as a result the exhibit has been prepared by Mr. Springer and placed in the window.

Altoona office, showing instructive exhibit

The exhibit is mounted on a large board and shows seventeen distinct pieces of cable that have been damaged in various ways, to show just when, how and where it was damaged and the telephones put out of service as a result. The greatest trouble with the cables comes from gunners who either intentionally shoot at the cables or damage them by accident.

The exhibit shows every kind of wire and cable used by the Company, all sorts of damage done by bullets, lightning, the picks of workmen digging the natural gas mains, flooding, and all other kinds of loss. The exhibit is shown with the hope that it will educate the people to recognize the fact that cables of this sort must be protected by them if they want uninterrupted telephone service.—*Altoona Mirror.*

A Surprise Party

A testimonial dinner was given on February 24 to Mr. S. M. Palm, Plant Supervisor of the Allentown-Bethlehem-Easton Districts, who on March 1 assumed the duties of Supervisor of Methods, with headquarters at Harrisburg. Seventy-five covers were laid at the Sun Inn, Bethlehem, Pa. The banquet was given by the boys of Plant to celebrate many years of fellowship and to commemorate their labors for and devotion to Mr. Palm, who was given the most agreeable surprise in his life, as he termed it.

The dining hall was beautifully decorated with blue-and-white streamers. The tables were artistically decorated with miniature illuminated roses. The courses were designated on the menu cards in the terms of telephone supplies and was an unique innovation.

Following the discussion of the menu, Alfred Markle, District Engineer, who acted as toastmaster, made an appropriate introductory speech. Toasts embodying reminiscences of bygone days were responded to by M. B. Lillis, Plant Wire Chief; G. B. Rhea, Cable Foreman; J. S. Miller, Plant Wire Chief; F. P. Peel, Line Foreman; E. W. Weaver, Plant Wire Chief; W. B. Walzer, District Chief Clerk; B. O'Donnell, Plant Supervisor; and S. M. Palm, Plant Supervisor. The speakers congratulated Mr. Palm on his deserved promotion and pledged their hearty coöperation to Mr. O'Donnell, the new Plant Supervisor of the Allentown-Reading Districts.

Just before Mr. Palm was called upon to close the speech-making, a Western Union messenger delivered to him a fully equipped traveling bag and portfolio. Mr. Palm then stated that the dinner was one of the pleasantest surprises in his life, and highly complimented the organization on the improvement and growth in the district and the work planned for the future in order to give better service to the public.

Testimonial dinner to Mr. S. M. Palm by the "boys" of the Plant Department

Just before midnight on February 11 a fire broke out in a two-story frame dwelling in Turtle Creek, a section served from Valley central office. The entire building was destroyed, and with it one of our fifty-foot poles, carrying five ten-pin cross-arms, twenty-five circuits and three cables, containing a total of 550 pairs of wires. The line is what is known as the Pittsburgh-Greensburg lead. Five hundred and fifty-seven subscribers' stations were put out of service.

By nine o'clock the following morning the toll circuits had been established by the use of emergency cable. The subscribers' stations were nearly all "O.K.ed" that evening, and at noon on the 13th everything was in service.

It had been necessary to set a pole, place cross-arms and construct and splice six sections of cable. The load had been so great that the messenger wire was broken and stringing new messenger was necessary, as well as "pulling up the slack" on that which remained. The extremely cold weather rendered the work very difficult.

Collection Efficiency

Per Cent. of Amount Outstanding at End of January, 1914, to New Revenue Net

Philadelphia Division

Germantown	29.6	Chester	34.6
Philadelphia	31.9		

Atlantic Coast Division

Doylestown	13.6	Trenton	27.2
Norristown	16.4	Camden	31.8
Dover	21.2	Wilmington	35.3
West Chester	22.1	Atlantic City	56.5
Bridgeton	26.9		

Harrisburg Division

Lancaster	7.5	Easton	22.3
Ridgway	7.5	Nanticoke	22.3
Carlisle	8.2	Wellsboro	24.4
Altoona	8.4	Towanda	24.5
Bethlehem	10.8	Lewistown	24.7
Waynesboro	13.4	Carbondale	25.6
Bloomsburg	14.0	Pittston	28.8
Huntingdon	14.2	Coudersport	29.1
Reading	16.8	Berwick	32.5
Chambersburg	18.4	Shamokin	32.8
Honesdale	18.8	Hazleton	34.8
Bellefonte	20.2	Pottsville	34.8
Scranton	20.5	Clearfield	35.9
Allentown	20.9	Delta	37.2
Wilkes-Barre	21.1	Harrisburg	37.6
Williamsport	21.3	Lock Haven	38.5
Sunbury	21.5	Lebanon	38.6
York	21.5	Emporium	57.0

Pittsburgh Division

Indiana	9.1	Grafton	24.9
Latrobe	11.3	Charleroi	25.9
Carrollton	11.9	Ebensburg	25.9
Warren	15.0	Butler	26.2
Clarksburg	15.3	Franklin	26.3
Morgantown	15.3	Oil City	26.3
Salem	16.8	Dubois	26.5
Blairsville	17.8	Parkersburg	27.6
Scottdale	18.0	Washington	27.8
Fairmont	18.5	Bedford	29.6
McKeesport	18.5	Greensville	29.6
Greensburg	18.9	Bradford	29.7
New Kensington	19.3	New Castle	29.9
Marietta	19.5	Cambridge	30.0
East Liverpool	21.0	Pittsburgh	30.0
Uniontown	21.1	Sharon	30.0
Steubenville	21.2	Punxsutawney	31.5
Warren	22.5	Youngsville	36.3
Connellsville	23.4	Corry	38.0
Wheeling	23.9	North East	53.0
Rochester	24.6	Erie	53.5
Sistersville	24.8	Meadville	53.9
Uhrichsville	24.8		

Vibrations

The best lessons a man can learn are from his own mistakes.

In 1912 there were 13,135,568,245 telephone calls made in the United States, according to figures compiled by the Census Bureau, just issued.

Nothing will ever be attempted if all possible objections must be first overcome.—Dr. Johnson.

Fifty motorcycles are kept in constant use by the telephone company in Chicago guarding the lines from copper wire thieves. With the aid of the motorcycle thefts of this sort have been reduced from thirty to five during the past month.

Those who ended by making others think with them were usually those who began by daring to think for themselves.—C. C. Colton.

Mine telephones have long been acknowledged to be of decided value in the operating system of mines of medium and large size. A somewhat novel use of them, however, which has not yet been wisely practised, but which may be of some value, says the *Engineering and Mining Journal*, is to use them for listening, at the surface, to the shot-firing in a distant heading. The telephone is left in condition at a safe distance from the heading, and the shots may be easily heard and counted at the surface.

The reputation of the Business and of the Boss depends upon how well each man and boy does the thing he's told to do in the way he's told to do it.

Just as the Storm King was giving us somewhat of a jolt the Pacific Coast was visited by a terrific snowstorm. By courtesy of the *Pacific Telephone Magazine* we show a shelter house in the Sierra Nevada Mountains where the repairmen find bunks and provisions and a stove. These houses are about twelve feet square, built up ten feet from the ground, with a trap-door in the roof. This door provides an entrance when the snow is twenty feet deep or more, a not unusual occurrence in this locality.

Yesterday died at midnight: it has gone into the measureless past. To-day is the living, pulsing present, to be taken joyfully into our hearts and made the most of. To-morrow is a wonderful opportunity yet unborn.

A profit-sharing plan to benefit employees has been inaugurated by the Western Union Telegraph Company, which is offering all its men a limited amount of the company's stock. The men are allowed to subscribe for the stock in proportion to their salaries, pay a certain percentage down and the balance in monthly payments covering a period of two years.

The Only Boosters' Convention of its Kind

By Paul B. Findley, Division Manager's Office, Pittsburgh

Among the unique "stunts" pulled off in Pittsburgh from time to time is the annual "Telephone Boosters' Convention," a "get-together" meeting of our Connecting and Plan "A" Companies, under the joint auspices of the Western Electric Company and The Central District Telephone Company. The convention is the only organization in the country formed by the Bell System to get together the representatives of rural telephone companies, the men coming from all parts of Western Pennsylvania, Eastern Ohio and Northern West Virginia. The attendance and enthusiasm of each of the four preceding meetings has surprised everyone who does not know the Pittsburgh Division, and due largely to the energy and ability of E. L. Hawkins of the Western Electric Company, the two days, February 19 and 20, proved no exception. On the first morning, as each of the hundred and fifty Boosters registered, he was given a badge and a watch-fob. He then inspected the new types of telephone apparatus, representatives of the Western Electric Company being on hand to explain their merits. Following an address of welcome by Manager Dunn of the Western Electric, Mr. Gillespie, Sublicense Agent of the Telephone Company, gave an instructive talk on reports required by the various Public Service Commissions. The H. J. Heinz Company entertained the hungry Boosters at lunch, after which the accompanying photograph was taken.

In the first address of the afternoon, Division Manager Clarkson pointed out the many disadvantages of government ownership and exposed some of the fallacious arguments of its backers. Mr. E. L. Hawkins of the Western Electric then gave a most instructive talk on "Shooting Trouble with a 17-A Test Set" which drew numerous questions from the audience. At half-past six the Boosters were entertained at dinner, which was followed by a general jollification in which Bell Telephone talent figured. A feature of this session was the moving picture, "Spinners of Speech," and an illustrated talk on a trip around the world by R. L. Munce, President of the Farmers' Mutual of Washington, Pa. The various features of a telephone plant were ably covered in an illustrated lecture by "Pat" Jones, formerly Cedar Plant Chief and now of the Western Electric's sales force. The evening was further enlivened by several films of a much less serious order, and by many cigars of "Western Electric" quality though not of Western Electric manufacture.

The convention continued the next morning with a talk by L. F. Boyle, Traveling Auditor of the Telephone Company, who discussed the features of accounting which were likely to be overlooked by the busy manager. He called attention to the importance of accurate contract records, of systematic handling of collections, and the fundamental difference between revenues and collections and between expenses and disbursements. Mr. Hawkins then discussed the latest types of telephone apparatus and gave much useful information on phantom toll circuits, calling particular attention to the high grade maintenance of lines which is necessary for their satisfactory operation.

After lunch Mr. Jones discussed the value of a small repair shop for each company, and illustrated the many small apparatus repairs which could be made by the regular maintenance force on days when outside work was impossible. He showed samples of the necessary tools, and explained the proper fitting up of a work-bench and stock-room. Following this talk the Boosters were taken through the Western Electric warehouse as an object-lesson in neatness and orderly arrangement. Everyone, even the Western Electric men, marveled at the cleanliness and order which prevailed throughout.

Those who had not visited our "Grant" building at previous meetings were then invited to inspect our Traffic quarters there. About seventy were shown through the Grant and Toll operating rooms, terminal rooms and lunch rooms, and were duly impressed with the marvelous system which enables us to handle 108,000 local and 5200 toll calls per day.

Following a theatre party at the "Gayety," the Boosters scattered to their homes, all of them voting that the two days had been very well spent in learning much that would prove of value to them in the coming year. As the groups separated to their trains, the farewell word was, "See you here next year."

B W PETERSON PRES'T
N B SCOTT, VICE PRES'T
H M RUSSELL, VICE PRES'T

DOLLAR SAVINGS & TRUST CO.

WHEELING, W VA

RECEIVED FEB 5 1914 Traffic Supervisor Wheeling

February 2, 1914.

Mr. H. G. Bills, Manager
Bell Telephono Company,
City.

Dear Sir:-

It is so much more satisfactory for me to dictate an "appreciation" rather than a "knock", that it affords me great pleasure to report to you the admirable service rendered me Saturday morning, when I talked with my wife in her state room on the Berlin - fifteen minutes before that ship left her dock.

It shows an enterprise and a thoroughness, and a capacity on the part of your Corporation that makes one feel you can reach any one, almost anywhere - on top of ground, - and do it promptly.

In addition to this general capacity, I cannot refrain from praising the local administration and efficiency of your station here.

Very truly yours,

B W Peterson

President.

BWP...ABS.

"That those who run may read."

Pittsburgh Division

Z. Z. HUGUS, Division Correspondent

On Saturday evening, February 21, during the last week of "Billy" Sunday's Pittsburgh campaign, a delegation of two thousand, composed of Bell telephone employees and their families, was present. The meeting was a big one, and the only regret was that the reservation of seats was insufficient for the delegation.

Miss Hores, one of the many, many loyal operators

Wheeling District

Miss Catharine Hores lives in the country and at 6 A.M. it was dark, with snow drifted knee-deep in places. Afraid to start out alone but determined to reach the office, where she felt there might be vacancies, she called the collie and sallied forth on what proved a slow and tiresome journey. On schedule time she reached the office, a little tired and wet, but happy in having "arrived."

Miss Hannah Belle Graham is another of our plucky operators who let nothing stand 'twixt her and duty. Her home on a hill back of Martins Ferry is a mile from the car. No one had broken a path and Miss Graham met drifts that took her breath; however, she courageously waded through, falling once in the snow, and reached the corner to find her car late. Once aboard, it took an hour to make the twenty-minute trip; with the power off and the car cold, she was obliged to walk to a transfer car. She arrived at the office cold and wet, but dry garments and a cup of coffee were provided and she was ready for duty.

At Mingo Junction, Miss Agnes Tate left home with her father at 5:40 A.M. Miss Tate lives on a hill difficult at most times, but exceptionally trying on the occasion of snow, which delays progress. Realizing that her car would be gone, she left her father and ran as best she could through the drifts, losing her hat, which was blown far out of reach, and arrived at Steubenville on time but hatless, and in the evening she returned home in like condition. MISS DIEHL.

Another Meeting of Chiefs and Supervisors

The second semi-annual meeting of Chief Operators and Supervisors in that portion of Pittsburgh Division comprising Westmoreland, Fayette and Indiana Counties was held in the retiring rooms at Greensburg, Pa., on January 29. It was called to order at 9:30 A.M. by Traffic Supervisor J. A. Collette.

The main object of these meetings is to go over important matters and discuss new "kinks" which are encountered in giving good service, as well as to maintain a spirit of co-operation between all employees of the department and Company. Other questions which came up were new labor laws, operating conditions, and that of cheerfulness and courtesy at all times under the most trying circumstances.

The meeting adjourned temporarily at noon, and all in attendance were the guests of the Company at the Hotel Rappe, where a most delicious luncheon was served.

The program provided for an address by Mr. S. E. Gill, Traffic Superintendent, Pittsburgh, but on account of pressing engagements he was unable to attend. This was very much regretted by all. Mr. R. C. Hollister, Plant Supervisor, Mr. L. J. Billingsley, District Manager, and Mr. F. W. Morgan, Local Manager, spoke for a few minutes on topics of general interest and thanked all operators for their hearty coöperation throughout the territory.

Those present, other than shown in accompanying photograph, were Mr. H. Black, Assistant Traffic Supervisor, Uniontown, Pa., Mrs. A. A. Gontz, until recently Chief Operator at Derry, Pa. WARRICK.

Reading from left to right—Back row: Edna Hughes, Chief Operator, Derry; Zella Mullen, Supv. Operator, Greensburg; Marguerite Koontz, Acting Chief Operator, Jeannette; Irene Huddell, Chief Operator, Saltsburg; Mary R. Logan, Chief Operator, Greensburg; Jennie H. Murphy, Traffic Clerk, Greensburg; Edith Ritchie, Chief Operator, Scottdale; Margaret King, Chief Operator, Connellsville; Lulu Walters, Chief Operator, Uniontown; June Flynn, Chief Operator, Irwin. Second row: Bessie Wright, Supv. Operator, Greensburg; Mary O. Bleimer, Line Order Clerk, Greensburg; Isabel King, Chief Operator, Indiana; Elsie Bolen, Asst. Chief Operator, Greensburg; Mae Port, Observer, Greensburg; Mary Ramsden, Chief Operator, Blairsville; Ruth Gillis, Chief Operator, Latrobe; Irene Johnson, Chief Operator, Ligonier. Front row: L. Mae Mauk, Chief Operator, Youngwood; Mattie Neilsen, Supv. Operator, Greensburg; Susan B. Hay, Chief Operator, Mt. Pleasant.

FIRE – NOT SNOW – MAKES HEROES

Did you ever hear of three distinct switchboards having served an exchange of nearly eleven hundred stations within ten days—did you? Of course you didn't; and that record which was recently made at Canonsburg, Pa., carried along an interesting tale of loyalty, devotion to duty, and good, hard work on the part of the Plant and Traffic forces in that locality.

The occasion of it all was a fire which occurred on Wednesday evening, February 18, in the Harsha Building where our central office is located. The three-story brick building contains storerooms on the first floor; our own and other offices, on the second; and on the third, apartments. The central office layout consisted of three rooms along one side of the building—the terminal room in front, the retiring room in the rear, and the operating room between them.

It was about eleven o'clock when Miss Agnes Gorman, the night operator, who was alone at the switchboard, noticed smoke issuing from the door into the retiring room. She immediately attempted to call the fire department, but in vain. She finally reached them by calling a near-by café. Although the room was rapidly being filled with smoke, Miss Gorman attempted to remain at the switchboard; she was, however, forced to leave, and, with the assistance of two firemen, she left the building by way of the fire-escape.

MISS AGNES GORMAN
She worked at the switchboard until firemen forced her to leave. Canonsburg is proud of Miss Gorman

The first report of the fire reached the Wire Chief at Washington at 11:20. H. L. Woonsettler, Central Office Man at Washington, has been visiting in Canonsburg, and, learning of the fire, he reached the terminal room and called Wire Chief Price at Washington and the Pittsburgh Toll office. He was then forced by the extreme heat to abandon the building. Mr. Price immediately called Supervisor of Maintenance H. Hamilton of Pittsburgh, who advised J. A. Magerry, Supervisor of Equipment. The latter, with the assistance of P.B.X. Foreman Stewart, Equipment Foreman Paulin and Line Order Foreman Sterling, secured fourteen equipment employees, tools and miscellaneous material.

The Canonsburg Wire Chief, J. L. Mitchell, reached the office about 11:40 and immediately entered the operating room and threw the tarpaulin over the switchboard to protect it from further damage by the water. Although the fire was practically extinguished by midnight, it was two hours later before the water dropping from above ceased enough to permit the tarpaulin to be removed and the board to be inspected. The jacks and woodwork on the face of the switchboard were badly scorched and the water and steam had caused corrosion in the keys and jacks. Replacing the switchboard was an obvious necessity in restoring service.

Supervisor Hamilton then consulted with Equipment Engineer Wright and it was decided to secure from Western Electric stock five sections of No. 102 board to handle the common battery subscribers and two magneto sections for the rural and toll lines. The switchboards not being fully equipped, Mr. Wright estimated the material that would be required to prepare them for service.

At 2:30 A.M. Mr. Weyman of the Western Electric Company was called, and through him the material was prepared for shipment and arrangements made with the railways company for a special car to transport it to Canonsburg.

Supervisor Hamilton and three Maintenance men arrived in Canonsburg at 6 A.M., and the test which they made showed heavy trouble in all answering and multiple jacks, keys, and the cable between the multiple and the main distributing frame. Two hours later the Equipment force and the temporary switchboard arrived and work was immediately begun, the switchboards being placed in the terminal room.

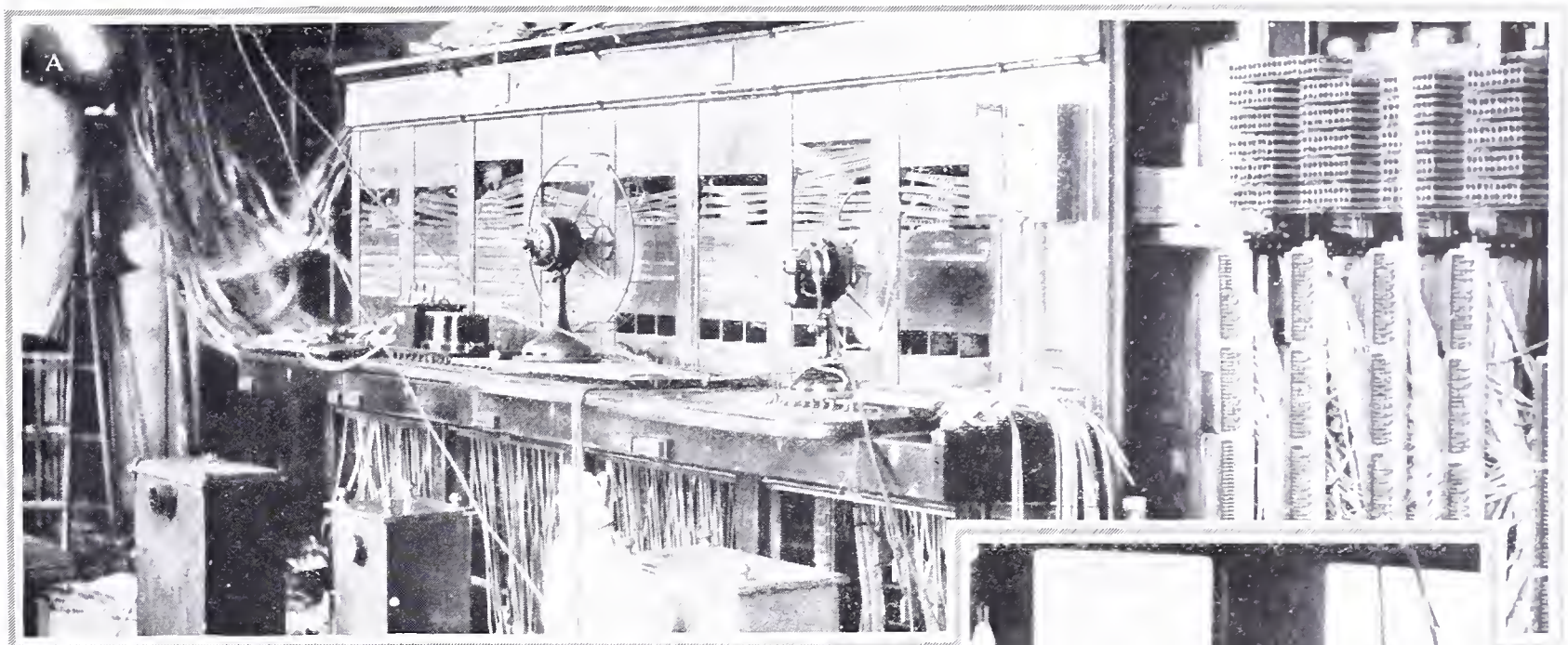
At 3 P.M. Thursday the first subscribers' line was cut into the temporary switchboard, and the job, including the rural lines—which serve some 300 stations—and the toll lines, was complete about midnight of the same day. At 6 A.M., Friday, tests had been completed, and not a single case of trouble developed. The entire equipment was turned over to the Traffic Department ready for service at seven o'clock. The work of installing the temporary equipment consumed less than 22 hours and was accomplished with a force of fourteen men.

The conditions under which the operating force performed its duties were extremely discouraging, but the same loyalty and pluck which so many times has stood the Bell army in good stead was conspicuous. "You can't say too much for the way Miss Sadie Herrington and her loyal force performed their difficult duties," said Traffic Superintendent Ewing; "I'm proud of every operator who was connected with the work. It was splendid."

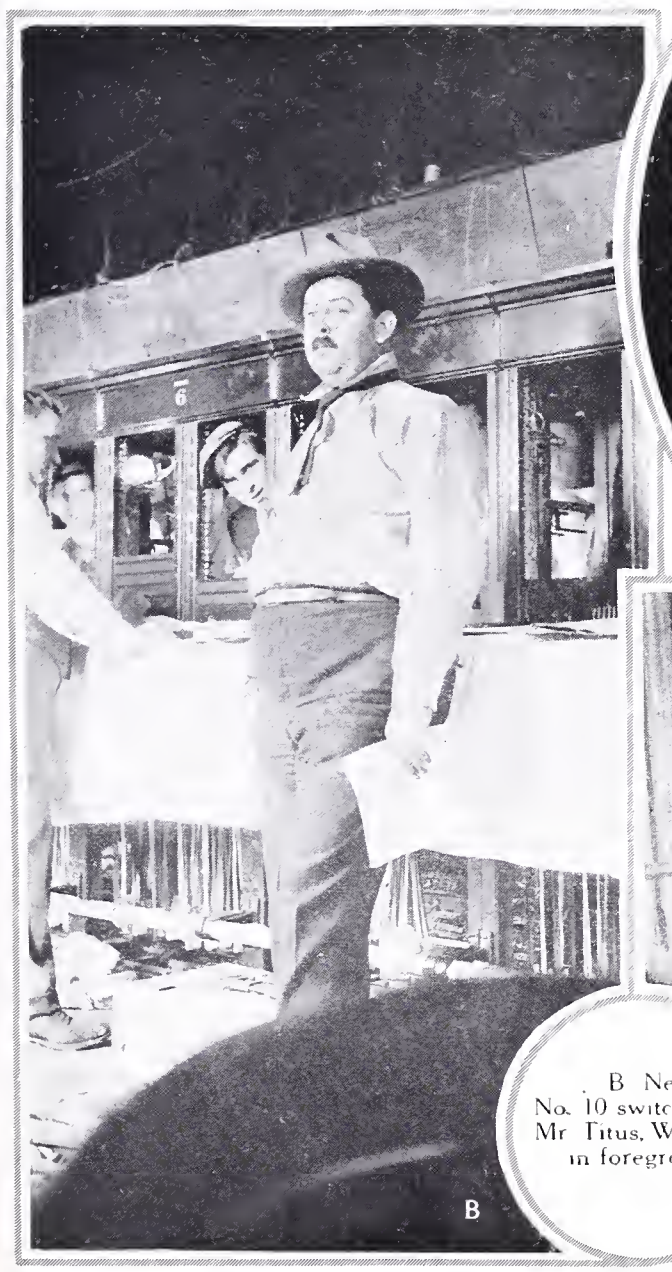
Fortunately a switchboard of exactly the same type as that of Canonsburg was in the Western Electric plant ready for shipment to another town, and that was immediately rushed to Canonsburg, arriving there on the 20th. Western Electric coöperation then showed up in fine shape, for the new common battery equipment was in service on February 28. This is Canonsburg's record, and well it shows the spirit which dominates the Bell employees.

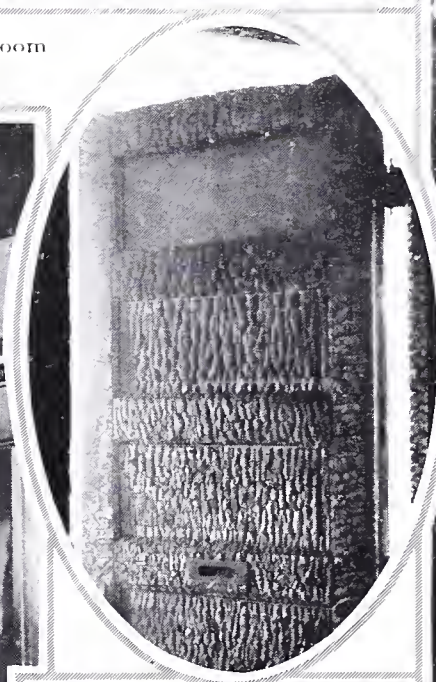
AND HEROINES AT CANONSBURG, PA.

A. The out-of-service switchboard and methods by which "reviving" it were attempted



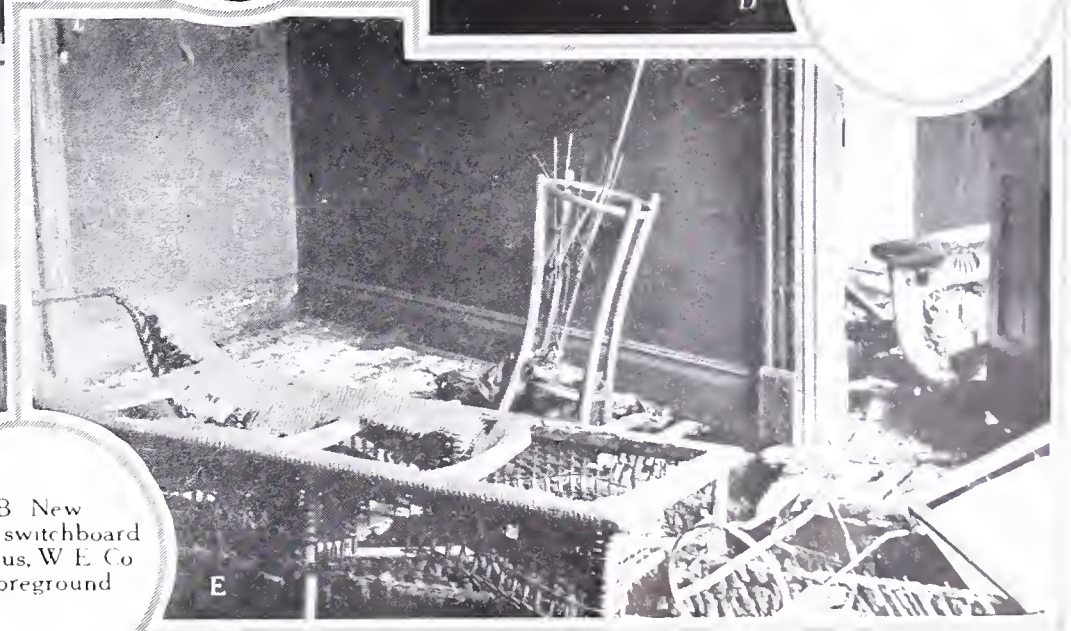
C. The door leading to the operating room taken from the retiring room





D. The temporary board

B. New No. 10 switchboard Mr. Titus, W. E. Co. in foreground



E. Ruins of the retiring room

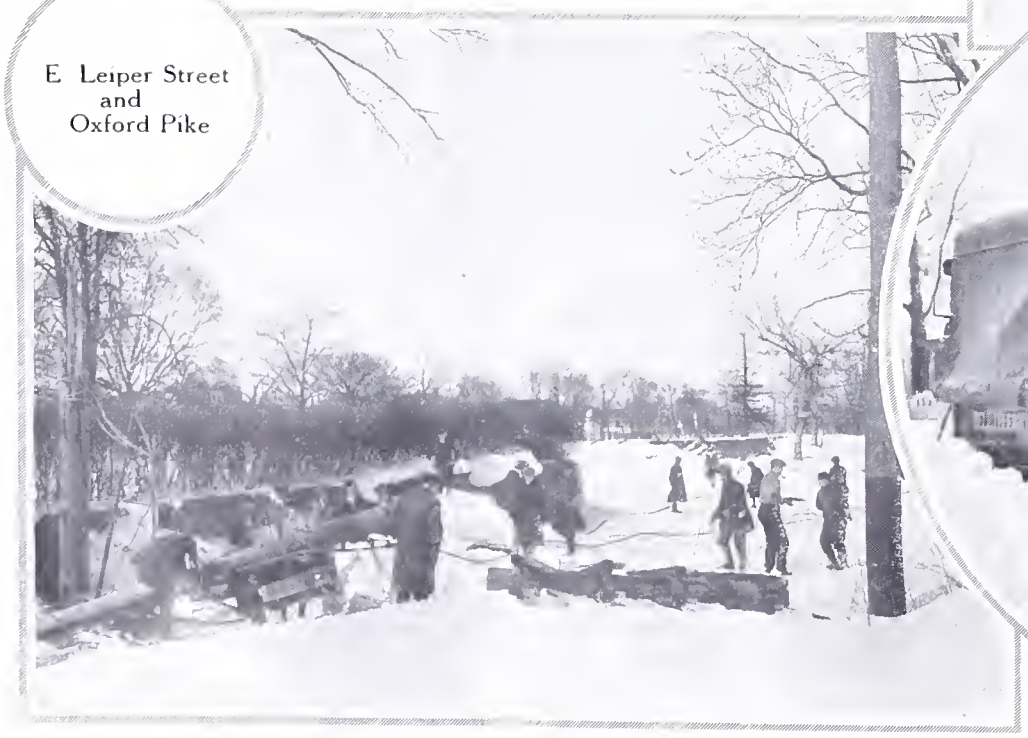
IN THE CITY OF BROTHERLY LOVE

A Shoveling was in order

B Willing hands hewing a path through the snow

C It was necessary for everybody to lift and push the truck

D. Their motto was "It can be done"



E Leiper Street and Oxford Pike

F The straight and narrow path